The Hong Kong Daily Press.

No. 4988 號八十八百九千四第 日八十月九年酉癸治同 HONGKONG, FRIDAY, 7TH NOVEMBER, 1873. 五拜禮 號七月一十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Nov. 5, ALTAGRACIA, Span. bk., 420, J. B. de Onnindi, Sual 24th Oct., Sapanwood.—REMEDIOS & Co.

Nov. 5, BURTON STATHER, British bk., 421, Carphin, Sydney 25th Aug., and Port Darwin 6th Oct., 400 tons Coal.—P. M. S. Co.

Nov. 5, OLYMPIA, Ger. str., 777, P. Paulsen, Hamburg 28th Aug., London 7th Sept., Port Said 25th, Suez 27th, Galle 16th Oct., Penang 22nd, and Singapore 27th, General.—SIEMSSEN & Co.

Nov. 6, RUTH, Brit. bk., 468, C. Minto, Saigon 16th Oct., Rice and Cotton.—JOHN BURD & Co.

Nov. 6, DANUBE, British str., 561, Hopkins, Bangkok 26th October, General.—YACKMEE.

Nov. 6, SINDH, French str., 1,903, Rapatel, Marseilles 28th Sept., Port Said 4th Oct., Suez 6th, Aden 11th, Galle 21st, Singapore 20th, and Saigon 2nd Nov., General.—MESSAGERIES MARITIMES.

Departures.

Nov. 6, CARANGAH, for Whampoa.
Nov. 6, HANOVER, for Saigon.
Nov. 6, KWANGTUNG, str., for East Coast.
Nov. 6, FABIUS, for Bangkok.
Nov. 6, EDMOND GRESSIER, for Bangkok.
Nov. 6, GABRIELLE ALICE, for Whampoa.
Nov. 6, FLYING CLOUD, for Callao.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 6TH.

Carnarvonshire, for Whampoa.
Zanga, for Whampoa.
Glaucus, str., for Shanghai.

Passengers.

Per *Danube*, str., from Bangkok,—Mr. D. Maclean and 42 Chinese.

Per *Olympia*, str., from Hamburg, &c.,—50 Chinese.

Per *Burton Stather*, from Sydney, &c.,—Mrs. Carphin.

Per *Sindh*, str., from Marseilles, &c.,—For Hongkong.—Mr. and Mrs. Peil, Mr. and Mrs. Howard, Messrs. Hoppins, Halloran, D. Albers, G. Agrati, Martinet, Mme. Angelina, and 123 Chinese. For Shanghai.—Mrs. Roberts and 3 daughters, Messrs. Higson, Doriot, Lescure, Palmer, Hagart, de Fontarabie, Mathon, L. de Fries, F. de Fitrago, and six Sisters of Mercy. For Yokohama.—Mr. and Mrs. Thissen, Mr. and Mrs. Westerviel and child, Mr. and Mrs. de Groote and 4 children, Messrs. Nahmoura, de Bonsquet, L. Larroque, Hammenstide, Dumortier, Macpherson, Vannes, Baron d'Anethan, 4 Sisters of Mercy, and 10 Japanese.

Per *Glaucus*, str., for Shanghai:—Rev. C.H. Warren, wife, and family, Messrs. Holmes and B. Allarukbia, and 20 Chinese.

Per *Kwangtung*, str., for Coast Ports:—200 Chinese.

Per *Formosa*, str., for Manila:—Messrs. L. C. Stephens, and R. Mackenzie.

Per *Peiho*, str., for Marseilles, &c.:—For Saigon.—16 Chinese. For Singapore.—Mr. J. McIntosh and two Chinese. For Galle.—Miss Kinsella, Messrs. Chappedelaine, von Haupt, S. J. Bridge, H. W. Austin, Waugh, Houghton, Spencer, and Bishop Harris. For Marseilles.—Mr. J. Kramer.

Reports.

The Spanish bark *Altagracia* reports left Sual on 24th October; had strong N.E. winds and high sea throughout.

The British steamer *Danube* reports left Bangkok on 26th Oct.; had strong Northerly breezes in the Gulf, and up to lat. 9 N., when got into the Southern edge of a typhoon on the 30th, which experienced for two days; since when got strong N.E. monsoon to arrival.

The British bark *Ruth* reports left Cape St. James on 18th October, with light Easterly breezes, which lasted to the 31st, on which date and the following day experienced a heavy gale from the N.N.E. and N.E., with tremendous high sea, during which lost mizen-staysail, topmast-staysail and foretop-sail. The rest of the passage fresh N.E. monsoon to arrival.

The French steamship *Sindh* reports left Marseilles on 28th Sept., Port Said on 4th Oct., Suez on 6th, Aden on 11th, Galle on 21st, Singapore on 29th, and Saigon on the 2nd November; had fine weather to the Indian Ocean, where got strong N.W. monsoon; in the China Sea fresh N.E. monsoon and heavy sea to Saigon, from whence strong gales and high sea.

The British bark *Burton Stather* reports left Sydney on 25th August, for Port Darwin goldfields, with 100 passengers; arrived on the 19th September, after having landed one passenger at Port Somerset; left Port Darwin on the 6th October, came up through Manipa Straits and Gillolo Straits, had light winds till after passing; made Ballantang Island on the 3rd November at 3 p.m., from thence had very heavy weather from the N., with high sea; arrived at 8 p.m. on the 5th.

The German steamer *Olympia* reports left Hamburg on 28th August, London on 7th September, Port Said on 25th, Suez on 27th; arrived at Point de Galle on 14th October, and left on the 16th, Penang on 25th, and Singapore on the 27th; in the Indian Ocean had strong monsoon from the N.W.; in the China Sea had strong N.W. and N.E. winds; having entered into a typhoon for six hours, made a course to the Westward, and got out of it; after which experienced thick foggy weather for twelve hours; the rest of the passage strong N.E. winds with heavy sea and rain.

Auction Sales To-day.

LANE, CRAWFORD & Co.,
At 12 noon,
Sundry Goods, &c.

CHAS. H. MORGAN,
At 12 noon,
A quantity of Cardiff Coals.

MACAO.

FOR SALE.

THE PROPERTY of a gentleman leaving the Colony:—A CARRIAGE, Two PONIES, and HARNESS, complete.

Apply to
L. A. DE GRACA.

Royal Hotel,
Macao, 29th September, 1873. [tf 1620

FOR SALE.

FRENCH, LATIN, and CHINESE DICTIONARY, of the Spoken Mandarin Dialect, by PAUL PERNY, M.A. Price, $10.

APPENDIX to the FRENCH, LATIN, and CHINESE DICTIONARY of the Spoken Mandarin Dialect, containing:—A notice of the Imperial Academy at Pekin; a notice on Chinese Bobonig; a general description of China, &c., &c., &c., by PAUL PERNY, M.A. Price, $10.

CHINESE PROVERBS, collected and classed by PAUL PERNY, M.A. Price, $0.50.

The following Works, by the same author, will shortly appear:—

"LATIN-CHINESE DIALOGUES.

The First Volume of "A CHINESE GRAMMAR." Apply to
FREDERIC DEGENAER,
tf 1442 Hongkong, 2nd September, 1873.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND........1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.

Ad. André, Esq.	Wm. Lemann, Esq.
E. R. Belilios, Esq.	Thos. Pyke, Esq.
A. F. Heard, Esq.	Hon. R. Rowett.
A. Joost, Esq.	

Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months' 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 22nd October, 1873.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON AGENCY.—144, Leadenhall Street, E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed

On current deposit accounts at the rate of 2 °/. per annum on the monthly minimum balances; 2½ °/. subject to 15 days' notice of withdrawal; and 3 °/. subject to one month's notice.

On Fixed Deposits:
For 3 months 3 °/. per annum.
" 6 " 4 °/. "
" 12 " 5 °/. "

A. PHILIPPE,
Acting Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)

NOTICE.

ON and after the present date, a rebate of Thirty-three and one-third per cent. (33⅓ °/.) will be allowed on *all insurances* granted by this Company.

By order of the Consulting Committee,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1805 Hongkong, 1st November, 1873.

JAVA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire at current rates, subject to a bonus of 20 per cent.

ARNHOLD, KARBERG & Co.
tf 1801 Hongkong, 31st October, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ °/.), will be allowed on *all insurances* granted by this Association.

RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 30th October, 1873.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

CAPITAL—1,250,000 DOLLARS, IN 500 SHARES OF $2,500 EACH.

PAID-UP CAPITAL, $250,000; OR $500 PER SHARE.

Provisional Committee.

THOMAS PYKE, Esq., of Messrs. Birley & Co.
S. D. SASSOON, Esq., of Messrs. David Sassoon, Sons & Co.
A. JOOST, Esq., of Messrs. Siemssen & Co.
H. LOWCOCK, Esq., of Messrs. Gibb, Livingston & Co.
The Hon. P. RYRIE, of Messrs. Turner & Co.
The Hon. JAS. WHITTALL, of Messrs. Jardine, Matheson & Co.

AT a GENERAL MEETING held on TUESDAY, the 1st July, 1873, it was resolved to continue the Society from the 1st of January, 1874, on the basis of a continuous Office, with an annual reallotment of the Shares, and to increase the number of Shares to 500 of $2,500 each, with $500 per Share paid up, instead of 250 Shares of $5,000, with 1,000 per Share paid up.

Applications for Shares in the new Society, in the subjoined form, will be received until Noon of Saturday, the 15th November next, at the Office of the Society in Hongkong, and until Noon of Saturday, the 1st November next, at the several Agencies of the Society.

Forms of Application for Shares are obtainable from the Secretary in Hongkong, and from the Society's Agents at the various ports.

By order of the Provisional Committee,
N. J. EDE,
Secretary.

.... 1873.

To the Provisional Committee of the UNION INSURANCE SOCIETY OF CANTON.

GENTLEMEN,—

I hereby request that you will allot to .... Shares in the above Society, and .... agree to accept such Shares or any less number you may allot to......, and ...... agree to pay the First Call of Five Hundred Dollars per Share, and all subsequent Calls, and to subscribe the Articles of Association when called upon to do so.

Gentlemen,
Your obedient Servant
Name..........................
1135] *Address*..........................

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

To be Let.

TO LET.

TWO ROOMS in Nullah Lane. Water and Gas laid on.

Apply to
A. MILLAR & Co.,
Plumbers.
Queen's Road East.
tf 1802 Hongkong, 31st October, 1873.

TO LET.

THE "BLUE BUNGALOW," situated at Albany Road.

Possession from the 1st of November next.

Apply to
E. R. BELILIOS.
tf 1633 Hongkong, 3rd October, 1873.

TO LET,

With prompt possession.

NO. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view; Four Rooms, Bath and Dressing Rooms, Out-Houses, &c. Water laid on. Rent, Fifty Dollars per month. Apply to
T. G. LINSTEAD.
tf 1627 Hongkong, 2nd October, 1873.

TO LET.

THE HOUSE No. 4, at Lower Mosque Terrace.

G. VON OVERBECK.
tf 1591 Hongkong, 30th September, 1873.

TO LET.

A THREE STOREY Comfortable HOUSE, in a respectable locality, Hollywood Road, having nine rooms and a fine view of the whole Harbour. Gas and Water laid on.

Apply,
No. 12, HOLLYWOOD ROAD.
tf 1464 Hongkong, 4th September, 1873.

FOR SALE OR TO LET.

MARINE Lot No. 121, Wanchi, fronting on the Praya, now occupied by the HONGKONG AND WHAMPOA DOCK COMPANY, as a Ship and Timber Yard.

Apply to
S. E. BURROWS & SONS.
tf 1350 Hongkong, 18th August, 1873.

TO LET.

THE HOUSES Nos. 3 and 6 in Seymour Terrace. Apply to
DAVID SASSOON, SONS & Co.
tf 1328 Hongkong, 15th August, 1873.

TO LET.

THAT Commodious HOUSE No. 5, Chancery Lane. Possession can be had on the 1st September.

Apply to
G. FALCONER & Co.
tf 1319 Hongkong, 14th August, 1873.

TO LET.

COMMODIOUS GODOWN and OFFICE in Queen's Road.

LANE, CRAWFORD & Co.
tf 1147 Hongkong, 15th July, 1873.

FOR RENT.

A FIRST-CLASS GRANITE GODOWN, at Wanchi.

Apply to
S. E. BURROWS & SONS.
tf 781 Hongkong, 20th May, 1873.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING the Winter months the Steamer *POWAN* will start for CANTON at 5, instead of 6 P.M., commencing on the 1st of November next.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1761 Hongkong, 24th October, 1873.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ...$1.50
Neatly Bound... ... ...$2.00

Apply at the *Daily Press* Office.

NOTICE.

OWNERS of Property in Hongkong requiring Tenants, are invited to place the same on Registry of

HOUSES, &c., TO LET,

kept by the undersigned.

Those seeking Houses, are invited to inspect the Register, thereby saving time and trouble. A moderate commission charged.

BARRINGTON & ALGAR,
HOUSE AGENTS, &c.,
9, *Hollywood Road, Hongkong.*
tf 1624 Hongkong, 2nd October, 1873.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR.

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES, particularly adapted for the hot season.

tf 976 Hongkong, 19th June, 1873.

FOR SALE.

BEST PORTLAND CEMENT.

Apply to
FREDERIC DEGENAER.
tf 1441 Hongkong, 2nd September, 1873.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given, that on and after SATURDAY, the 1st proximo, a Brokerage of 33⅓ °/. (Thirty-three and one-third per cent.) upon the Premia of Insurance on *Local Coasting Risks*, in lieu of 10 °/. heretofore allowed, will be granted to insurers in the above-named Company.

OLYPHANT & Co.,
General Agents.
tf 1786 Hongkong, 29th October, 1873.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.
tf 471 Hongkong, 6th March, 1868.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20°/.) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 27th June, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sales Rooms, Queen's Road,

THIS DAY,

the 7th November, 1873, at noon,—PERFUMERY, JAMAICA and MARROW POMADE, Tooth POWDER, Violet POWDER, Honey and Brown Windsor SOAP, Walking STICKS, Worsted BRAID, Iron and Brass Door LOCKS, Scrubbing BRUSHES, CORKSCREWS, Canvas PORTMANTEAUS, Lacquered BOXES, Cotton SOCKS, Silk UMBRELLAS.

Also,

10 Lefaucheux REVOLVERS, with CARTRIDGES.
5 Hhds. PALE ALE.
1,500 lbs. Ship's BREAD.
One PONY and CARRIAGE.
One Pony DOG-CART.
One Basket CARRIAGE.

And,

Sundry FURNITURE.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1831 Hongkong, 6th November, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Principal Agent of the MESSAGERIES MARITIMES COMPANY, to sell by Public Auction, at their Godowns, Wanchi,

THIS DAY,

the 7th November, 1873, at 12 o'clock,—About 800 Tons CARDIFF COALS, (wet with salt water,) in lots to suit Purchasers.

TERMS.—Cash before delivery in Mexican Dollars weighed at 7.1.7. Coals to be at risk of Purchaser on the fall of the hammer, and immediate delivery to be taken.

CHAS. H. MORGAN,
Auctioneer.
1826 Hongkong, 5th November, 1873.

PUBLIC AUCTION.

In the matter of THE HONGKONG DISTILLERY COMPANY, LIMITED, IN LIQUIDATION.

MESSRS. LANE, CRAWFORD & Co. have been instructed by the Official Liquidators, to offer for sale by Public Auction, unless previously disposed of by private contract, or withdrawn in whole or part, on

THURSDAY,

the 20th November, 1873, at noon, *upon the Premises,*—

All the LEASEHOLD and other PROPERTY of the above Company, in Lots or in Parcels:—

LOT 1.

INLAND LOTS Nos. 749, 781, and 782, situate at East Point, fronting on Causeway Bay, containing in all Forty-nine thousand five hundred and thirty square feet, or thereabouts, held under Crown Lease for 999 years, at the aggregate Crown Rent of $762.62 per annum, with the Messuage and Buildings erected thereon, consisting of One STILL HOUSE, 47 feet by 36 feet on ground floor, and 40 feet in height; Three FERMENTING HOUSES, 100 by 37 by 21; 66 by 24 by 21; 100 by 40 by 21; One BOTTLING ROOM and OFFICE, 100 by 32 by 21; One BOILER SHED, 47 by 46 by 13; One Block SERVANTS' QUARTERS, 64 by 15 by 13; One Detached CHIMNEY, 80 feet in height; Two Tiled WATER TANKS, 29 by 7.6 by 6.3, and 26 by 12 by 7.6; One IRON MOLASSES TANK, under Office, capacity 20,000 gallons. DISTILLING PLANT. One COFFEY'S STILL, by Pontifex & Wood, London, with all Pipes, Connections, and Adjuncts, complete, capacity 2,000 gallons of Wash per hour, or 4,800 proof gallons of Spirit in 24 hours; One large Copper FRENCH STILL, complete, capacity 1,000 gallons Proof Spirit per day. One EGROT'S PATENT STILL, Copper, 400 gallons per day. One DEROSNE'S DISTILLING APPARATUS, Copper, double pan, 300 gallons per day, One Copper LIQUEUR STILL, 200 gallons per day. One large GERMAN STILL, capacity unknown, as it has never been worked. One small TESTING STILL, Copper, 50 gallons per day (day meaning 24 hours.) All these Stills are fitted with Cocks, Pipes, Condensers, &c., complete. They are fitted at present for working by Steam, but with the exception of the Coffey's Still, can be worked over naked fires. Six STEAM PUMPS, one large mixing, 6 in. diameter, 16 in. stroke; Two WASH PUMPS, 5 in. diameter and 10 in. stroke, and 4 in. diameter and 7 in. stroke; One WATER PUMP, 3½ in. diameter, 12 in. stroke, (all the above double acting); One FEINTS' PUMP, 4 in. diameter, 5 in. stroke; One small FEED PUMP. Two SHIP'S PORTABLE HAND PUMPS and HOSE. Two SPIRIT RECEIVERS, 8 ft. by 13 by 5. One FEINTS' RECEIVER, 8 ft. by 3.6 by 5. One Iron WATER TANK, 17 ft. by 9 by 3.6. One STEAM RECEIVER, with Reducing Valve, &c. Two BOILERS, one new, 20 by 6, the other 2 years old, 18 by 5.6, with Feeder, Steam Pipes, Valves, &c., thoroughly complete. Twelve LARGE and One hundred and six SMALL FERMENTING BACKS, capacity of former 180,000 gallons, of latter 90,000, with Connections, &c., all in good order, and ready for use. Also, FORGE, VICE, Blacksmith's and Tinsmith's TOOLS, HOISTING APPARATUS, SPARE PIPING (1½, 2, 3, and 4 inch.) BENDS, TEES, and THIMBLES to match, Brass 3 way Plug COCKS, 150 2 in. Brass BEER TAPS, never used, &c. Also, OFFICE FURNITURE, DESKS, Fireproof SAFE, &c.

LOT 2.

All the MATERIALS and UTENSILS used in the Bottling and Compound Room, consisting of Copper Mixing CANS, Pulping MACHINE and Screw PRESS, SCALES and WEIGHTS, PESTLES and MORTARS, Spice MILLS, Copper MEASURES (Gallon and Litre), FUNNELS, DIPPERS, STRAINERS, STENCILS, HYDROMETERS, SACCHAROMETERS, Copper SYPHON and PUMP, Sampling GLASSES, Racking and Bottling TAPS, &c., &c., &c.

LOT 3.

All CASKS (consisting of Puncheons, Hogsheads, Barrels, Quarter Casks, Octaves, and Kegs,) Molasses TUBS, Cooper's TOOLS, GRINDSTONES, Branding IRONS, Press HOOPS and COOPERAGE. BOTTLES, (consisting of Magnums, Quarts, Pints, ½ Pints, and ¼ Pints,) Filtering FUNNELS and Filtering CLOTH and PAPER, Pint and Quart CORKS, CAPSULES and LABELS of every description. Six Syphon BOTTLING MACHINE, BOTTLE WASHING APPARATUS, CORKING and CAPSULING MACHINES.

Also, the entire STOCK of LIQUORS on hand, consisting of SPIRIT, RUM, GIN, BRANDY, OLD TOM, LIQUEURS, BITTERS, SYRUPS, CORDIALS, PERFUMES, &c., &c., together with the Parcels of SEEDS, ROOTS, BERRIES, HERBS, SPICES, ALKALIES, ESSENCES, Distilled WATERS, Essential OILS, COLORS, &c. Also, all CONTRACTS, Trade FIXTURES, and GOODWILL, &c., of above Company.

TERMS OF SALE.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance within seven days after, prior to delivery. Moveable Lots to be taken delivery of within seven days, and Transfer Deed of the Land, &c., to be made out by the Purchaser, at his own expense.

The Property to be at Purchaser's risk on the fall of the hammer.

Cash in Mexican Dollars weighed at 7.1.7.

Catalogues will be issued prior to the Sale.

tf 1818 Hongkong, 4th November, 1873.

BROWN, JONES & CO., UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

Auctions.

POSTPONED TILL TUESDAY, THE 25TH NOVEMBER, 1873, AT NOON.

PUBLIC AUCTION.

VALUABLE BUSINESS PREMISES, GODOWNS, PIER, PLANT, AND MACHINERY.

BY ORDER OF THE MORTGAGEES.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (unless previously disposed of by Private Contract,) on

TUESDAY,

the 25th November, 1873, at Noon,

Upon the premises,—

All that VALUABLE PROPERTY, held under Crown Leases for the Residue of Terms of 999 years, being the whole of the Premises lately occupied by

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED,

situate at Praya East, Hongkong, on Marine Lots Nos. 29, 29A, 30 and 30A, and consisting of a Commodious DWELLING HOUSE, EXTENSIVE WAREHOUSES, GODOWNS, and BUSINESS PREMISES, together with the WHARF and PIER, extending into the Harbour from the Public Praya, opposite to the said premises.

Also, the ENGINES, STEAM CRANES, WAGGONS, CARTS, CARRIAGES, ROPES, GEAR, MACHINERY, and FIXTURES, lately used by the said Company, and now in or about the said premises.

The Company was authorized to construct the said Wharf and Pier by Ordinance No. 11 of 1871, and the same are sold subject to the rights of the Crown.

The Vendors have been in communication with the Government, as to the facilities which would be afforded to purchasers to carry on a similar business to that of the said Company, and all information on the subject can be obtained on application, at the office of the Undersigned, where an Inventory of the PLANT, FIXTURES, and MACHINERY may be inspected.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Transfer Deed, which is to be made out by the purchaser at his own expense.

The Property to be at the Purchaser's risk on the fall of the hammer.

LANE, CRAWFORD & Co.,
Auctioneers.
1840 Hongkong, 7th November, 1873.

PUBLIC AUCTION.

ON 25th November, 1873, at Noon, on board, will be sold by Public Auction, for account of the concerned,—

THE BRITISH SCHOONER
GAVIOTA,

of 150.03 Tons Register, built at British Kowloon in 1869, and recoppered in 1871, as she now lies in Swatow Harbour, together with all the necessary equipments belonging to her, as she arrived from sea.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.2, and vessel and equipment to be then at Purchaser's risk, with all errors and faults of description.

For Copies of her Inventory, and further particulars, apply to

JARDINE, MATHESON & Co.,
Hongkong,
OR
BRADLEY & Co.,
1772] *Swatow.*

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions, to offer for Public Competition, at an early date (if not previously disposed of) at their *Sales Room*, Kiangse Road,—

THE BRITISH PADDLE STEAMER
"NANZING,"

as she now lies in the Hwangpoo.

The *"NANZING"* is an Iron Steamer, heavily plated, built on the Clyde, by Messrs. TOD & MCGREGOR, in 1862.

Length.....................................210 feet.
Breadth.....................................27.6.
Tonnage...........................620.96/100.

Her Engines, by the same builders, are oscillating, and 200 H.P. nominal.

She is expressly fitted and well adapted for the coasting trade, has ample accommodation for passengers, and is well and favourably known as a comfortable sea-boat.

She is well found in Ground Tackle, Deck, and Engine-Room Departments, requiring only Coal to proceed to sea.

TERMS OF SALE.—One-third cash or approved Bank Cheque on fall of the hammer; balance, on transfer, within three days. Expense of transfer to be borne by the purchaser.

The Vessel will be sold with all faults and errors of description, as she lays, and will be at the risk of the purchaser on the fall of the hammer.

For Inventory, cards to view, and any further particulars, apply to

LANE, CRAWFORD & Co.,
Auctioneers.
1696 SHANGHAI.

AFONG,
PHOTOGRAPHER,
BY APPOINTMENT TO
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
AND TO
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Invites inspection of his large Collection of VIEWS of FOOCHOW, SWATOW, HONGKONG, CANTON, WEST RIVER, SIECHEW, and MACAO.

WYNDHAM STREET,
6m] *(Formerly occupied by Athletic Club.)* [1654

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks, being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. [3m 1477

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for: Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder. Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 721 May 8

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Intimations.

P. M. S. S. CO.

NOTICE.

THE Steamer *"ALASKA"* will be despatched hence for San Francisco, via Yokohama, on SATURDAY, *the 8th November*, at 3 o'clock P.M., instead of at the time previously notified.

T. A. HARRIS,
Agent.
10d 1789 Hongkong, 29th October, 1873.

NOTICE.

STEAM TO LONDON *via* SUEZ CANAL.

THE *ZAMBESI*, conveying the homeward mails from Hongkong of 13th November, will proceed to London (as an extra steamer from Galle) via the Suez Canal.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 3rd November, 1873. [1809

THOMPSON & HIND

HAVE pleasure in announcing the arrival of the first instalment of their

AUTUMN AND WINTER GOODS,

consisting of the most New and Fashionable Materials for the coming Seasons:—

A large and well selected Assortment of CLOTH and FUR JACKETS.

CLAN, WOOL, and WATERPROOF SHAWLS.

FLANNEL and FANCY DRESSING GOWNS.

COSTUMES.

The SCARBORO' SKIRT, in all leading colors.

FANCY CASHMERE and FLANNEL PETTICOATS, CORSETS, and DRESS IMPROVERS of the most improved make.

CAMBRIC and LACE HANDKERCHIEFS.

LACE and MUSLIN SETS.

ELIZABETHAN FRILLS.

SATIN BROCHE, CREPE DE CHENO SCARFS and ROMALS.

HONITON, BRUSSELS, DUCHESSE, VALENCIENNES, and other LACES.

The Juvenile Department has been well and carefully selected, consisting of—

BOYS' KILTS, SERGE SAILOR SUITS, MERINO DRESSES and PELESSES.

And,

A large assortment of BABIES' UNDERCLOTHING, &c., &c.

Messrs. THOMPSON & HIND beg to inform the Public that, having made extensive alterations in their Premises, they are able to offer every facility to Ladies purchasing.

33, *QUEEN'S ROAD.*
1689 Hongkong, 13th October, 1873.

NOTICE.

TO OWNERS OF PROPERTY IN HONGKONG, ABSENTEE AND RESIDENT.

BARRINGTON & ALGAR,
HOUSE AGENTS
AND
VALUATORS,
9, *Hollywood Road, Hongkong.*

BARRINGTON & ALGAR having had 8 years' experience in the above business, undertake the personal Collection of Rents, effecting Repairs, and General Management of House Property, at a moderate rate of Commission. Valuations, &c., made.

REFERENCES. Security if required.
1470 Hongkong, September, 1873.

FOR SALE.

LETTS'S DIARIES
FOR 1874,
with
ANGLO-CHINESE CALENDAR AND TABLE OF HIGH TIDES AT SHANGHAI.

LANE, CRAWFORD & Co.
tf 1778 Hongkong, 28th October, 1873.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, *Queen's Road East and Nullah Lane,*
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.

HONGKONG PIER AND GODOWN COMPANY, LIMITED.

THE business of the above Company will be CLOSED from the 1st August proximo, until further notice.

By order,
MICHAEL MOSS,
Secretary.
tf 1231 Hongkong, 30th July, 1873.

KOSS & Co.,
TAILORS AND OUTFITTERS.
Received, ex latest arrivals.

THEIR NEW STOCK of ready-made CLOTHING, of every description and size, all of the latest fashions and best materials; a splendid fit guaranteed.

They beg also to call attention to their other articles, viz.: Felt HATS, Silk HATS, Vienna BOOTS, WHITE SHIRTS, COLLARS, SCARFS, UNDERSHIRTS, SOCKS, &c.

The Finest French NOUVEAUTES, TROUSERINGS, Black and Blue CLOTH, DOESKINS, COATINGS, TWEEDS, &c., they keep on stock, to solicit orders to be taken by measure.

3m 1625 Hongkong, 2nd October, 1873.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

C. BERTRAND,
Principal Agent.

Ex "Tigre," 29th March, 1873.

No mark	... ...	1 case.

Ex "Hoogly," 13th March, 1873.

No mark	... ...	1 basket Iron Chain.

Ex "Donnai," 3rd October, 1873.

SZ 1/16 18	... ...	17 cases Furniture.
MY 11/12 HF	... ...	2 cases Merchandise.

Ex "Pei-ho," 7th October, 1873.

G&O, 1489/1491	... ...	2 cases Merchandise.
MY 13/14 HF	... ...	2 cases do.

Ex "Meikong," 23rd October, 1873.

G. B. Glover, Esq.	...	1 box.
FA, No. 3	... ...	1 box.
RM Nos. 1/4 Y&L	... ...	4 cases.
BJ, 1/20	... ...	20 boxes Wine.
C in diamond, Nos. 4, GG 6, 7, and 583		4 packages.
SS in heart, No. 1 J	...	1 case.
EVE, No. 1	... ...	1 case.
D. F. Tuton	... ...	1 small box.

Hongkong, 1st November, 1873.

Intimations.

FOR SHANGHAI.

THE Steamship

"OLYMPIA,"

Captain Paulsen, will have immediate despatch as above.

For Freight or Passage, apply to
SIEMSSEN & Co.
tf 1832 Hongkong, 6th November, 1873.

FOR SAN FRANCISCO.

THE A 1 American Ship

"AUREOLA,"

Ross, Master, will have early despatch as above.

For Freight, apply to
RUSSELL & Co.
tf 1837 Hongkong, 7th November, 1873.

FOR LONDON *via* SUEZ CANAL.

THE Steamer

"CRAIGFORTH,"

shortly expected from Foochow, will have quick despatch as above.

For Freight, apply to
HOLLIDAY, WISE & Co.
tf 1838 Hongkong, 7th November, 1873.

TO LET.

OFFICES on the first floor of premises on Peddar's Wharf.

Apply to
LAMMERT, ATKINSON & Co.
1m 1834 Hongkong, 7th November, 1873.

NOTICE OF REMOVAL.

THE Undersigned have REMOVED their GENERAL STORE and SHIPCHANDLERY DEPARTMENT into the premises on PEDDAR'S WHARF, formerly occupied by Messrs. THOS. HUNT & Co. The Auction Department remains on the old premises in Queen's Road.

LAMMERT, ATKINSON & Co.
1m 1835 Hongkong, 7th November, 1873.

FOR SALE.

ONE CANOE, with Stand and two Paddles, that have very lately been thoroughly overhauled and painted.

One brand new BUCKSKIN SADDLE, weight 7½ lbs.; made to order, by Peat.

One nearly new suit PONY CLOTHING.

One BRIDLE; BITS; WEIGHT-CLOTH, with Lead; HALTERS; KNEE-PADS, &c.

One Double-barrelled Breech-loading GUN, in case, with Tools, and 100 Cartridges.

Address "P. Q." office of this paper.
7d 1836 Hongkong, 7th November, 1873.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

SHANGHAI, 29*th October*, 1873.

NOTICE is hereby given, that an EXTRAORDINARY MEETING of the Shareholders in the above Company will be held at the Head Office, No. 6, Nankin Road, Shanghai, on WEDNESDAY, *the 10th December next*, at 2.30 P.M., to consider certain alterations to be proposed in Clause 92 of the Company's Deed of Settlement, with a view to render dividends payable according to resolutions to be from time to time passed by the Shareholders assembled at the Ordinary Half-yearly Meetings of the Company, held in April and October of each year, or at any other General or Extraordinary Meeting, and to consider the advisability of altering the division of the profits of the Company, from the 1st January, 1874.

By order of the Directors,
W. SCHMIDT,
1819] *Secretary.*

A MERCANTILE MAN temporarily disengaged offers his services in BOOK-KEEPING, or to supply the place of a clerk or other person for a time. Address "G. H.," care of *Daily Press* Office.

7d 1818 Hongkong, 4th November, 1873.

NOTICE.

IT is requested that all claims on the Estate of the late JOHN McDOUALL, Esquire, be forthwith lodged with the undersigned, and that all debts due to the same be paid to

L. CAMERON,
One of the Executors.
Oriental Bank Corporation,
Hongkong, 31st October, 1873. [7d 1804

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.*

Notices to Consignees.

S. S. *OLYMPIA*, FROM HAMBURG, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that the Cargo is being discharged, landed and stored, at their risk, into the Godowns of Messrs. J. S. HOOK, SON & Co., whence delivery may be obtained.

Goods remaining in store after the 12th instant will be subject to rent.

Optional Cargo will be forwarded on, unless applied for by the Consignees before 4 P.M. TO-DAY.

Bills of Lading will be countersigned by
SIEMSSEN & Co.
1833 Hongkong, 6th November, 1873.

S. S. *SINDH*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per S. S. *INDUS*, from London, in connection with the above steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godown, whence delivery may be obtained from MONDAY, the 10th instant, at 10 A.M.

OPTIONAL CARGO will be forwarded to its destination, unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Goods remaining unclaimed after THURSDAY, the 13th November, at noon, will be subject to rent and landing charges.

Bills of Lading will be countersigned by the undersigned.

C. BERTRAND,
Principal Agent.
1839 Hongkong, 7th November, 1873.

CONSIGNEES of HIN, 7158/77, 20 cases Merchandise, ex Steamer *Bellona*, from London, and shipped by Messrs. Short, Short & Co., are requested to take immediate delivery of same.

SIEMSSEN & Co.,
Agents.
1829 Hongkong, 6th November, 1873.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Opium and Sundries per S. S. *Hindostan*, are hereby informed that the same will be landed and stored in our Godowns at ship's expense, but shippers' risk, and delivery may be had at any time prior to the 10th inst., after which date Godown rent will be charged.

DAVID SASSOON, SONS & Co.
7d 1824 Hongkong, 5th November, 1873.

FROM LONDON AND SINGAPORE.

THE S. S. *Glenlyon* having arrived from the above ports, Consignees of Cargo by her are hereby informed that the same is being landed at their risk by and into the Godowns of Messrs. EDWARD NORTON & Co., whence delivery may be obtained.

Consignees of Optional Cargo are requested to notify at which port they will take delivery, before 4 P.M. TO-DAY, otherwise their Goods will be sent on.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents, S. S. "Glenlyon."
7d 1823 Hongkong, 4th November, 1873.

Notices of Firms.

NOTICE.

FROM and after 1st January, 1874, the business of the undersigned will be incorporated, and carried on under the name and style of "NEWMAN & Co."

WALTER NEWMAN,
JOHN GITTINS.

tf 1704 Foochow, 11th October, 1873.

NOTICE.

THE interest and responsibility of the late Mr. CHARLES WILSON MURRAY, in our Firm, ceased on the 16th August last.

BIRLEY & Co.

tf 1615 Hongkong, 1st October, 1873.

THE interest and responsibility in our firm of Mr. JOHN H. SMITH ceased on the 30th of April last.

F. BLACKHEAD & Co.

tf 708 Hongkong, 1st May, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.

tf 458 Tientsin, 1st January, 1873.

The Daily Press.

HONGKONG, NOVEMBER 7TH, 1873.

IN the manslaughter case, which recently occupied the Supreme Court, a somewhat curious illustration was given of the necessity of taking skilled evidence with caution. The evidence of one learned Doctor was completely contradicted by that of another, and the Court was almost literally placed in the position of having to decide when Doctors disagree. While Dr. WHARRY attributed the death of the man who had been struck to paralysis of the heart, Dr. COCKER was equally certain that it resulted from congestion of the brain, and thus the jury were left in a complete state of doubt as to the real cause of death, which was a very material point in the case. Dr. COCKER's evidence even went so far as to lead to the supposition that the man would have died even if he had not been struck, but the jury seem to have formed their own opinion upon this; and, seeing that a blow was given, attributed the death, at least in some degree, to it. We do not wish to dispute the accuracy of the decision come to, as the case was clearly a difficult one, and, so far as it could be understood, the exigencies of Justice seem to have been fairly met by the verdict of manslaughter, and the sentence of imprisonment with hard labour for two years, as, whatever the state of the man's health was, it was clear that his assailant ran a great risk of killing him with such a weapon as a knuckle-duster.

The case is of interest, however, as showing the difficulty there always is in coming to any conclusion on the testimony of skilled witnesses, and the necessity of taking their statements with care. In a great many cases, the evidence of a skilled witness is taken as final and indisputable. It is very difficult to cross-examine a man of scientific knowledge, and there is always the likelihood that from a feeling of *amour propre*, he will stick to any opinion, which he may happen at first to enunciate, with much pertinacity. On these grounds, it is, therefore, generally thought well to leave skilled witnesses alone, and they are often in this way placed in the position of Judges of the case. It is clear, however, scientific men to differ, the evidence of one skilled witness cannot be relied upon as final, and it is desirable to accept such testimony with the utmost caution.

There is also another reason why such evidence is unreliable. It is usually taken with direct reference to the case under consideration, and has thus a natural tendency to become of a *post hoc propter hoc* character. A man dies after receiving a blow. What more natural than to conclude that the blow was the cause of death? This would be the conclusion of non-professional men, and if a professional man is in doubt, he is apt to clear up any hiatus which may occur in his chain of reasoning by reference to the facts of the case as they have been ascertained. It has been remarked of poets that they would scarcely care to let the world know how frequently their thoughts have been suggested by the rhyme, and we suspect skilled witnesses would be equally averse to admitting how often their explanations have been suggested by other than purely scientific facts.

This tendency of skilled evidence might be counteracted to a considerable extent were the strict rule, as decided in one of the Superior Courts about two years ago, adhered to, that is, that the proper form to take skilled evidence is to state the facts of the case *hypothetically* and ask the witness's opinion upon them. This naturally leaves room for the other side to state them, varied in certain particulars hypothetically in cross-examination, and in this way the Court and Jury are made aware not only of the principles upon which the scientific witness comes to his conclusion, and the method of questioning prevents his taking up too much a species of *ipse dixit* position and giving opinions formed perhaps hastily, and without being able accurately to state upon what they are founded. In a certain way, the very fact that a man has devoted a great deal of attention to certain branches of science makes him rather a worse, than a better, skilled witness with regard to them. This is the case wherever a man has been investigating a particular theory; as his mind will naturally draw conclusions from all facts with a bias towards establishing his favourite doctrine. Professor HUXLEY would be a doubtful skilled witness on a question of the origin of life, and DARWIN upon the origin of species.

It is for these reasons especially necessary that skilled evidence should be taken with strictness and care, especially in a small place, where it is often difficult to find men who are first class authorities on the subjects upon which it is required to obtain information. In nautical cases, very often the first captain who gets into the box is taken as a skilled witness, and is asked his opinion not upon points leading up to the material part of the case, but actually upon the salient points themselves, as he has heard them testified to, or as he perhaps has testified to them himself; and in this way cases are often decided upon very immaturely formed views, and while other skilled witnesses, equally able to afford information, are prepared to give precisely opposite opinions.

H.M. 80th Regiment, under the command of Major Amiel, marched out to Pokfolum yesterday morning. Lieutenant-colonel Smith and Captain Creagh rode out in the afternoon, and returned last evening with the regiment.

We regret to state that telegraphic communication between Amoy and Shanghai is again interrupted.

MEETING OF JUSTICES.

The Annual Licensing Meeting of Justices was held yesterday, at 12.30 p.m., at the Magistracy. There were present:—The Hon. C. May (in the chair), Messrs. F. W. Mitchell, A. Lister, C. V. Creagh, James Greig, and T. G. Linstead.

There were twenty-five applications for the Justices' consideration, out of which one only was withdrawn, being two less than last year.

The first application considered was that of John Olson, the renewal of whose licence for the "National Tavern" was granted.

Louis Kirchmann's application for the renewal of his licence for the "Land We Live In" was granted. The Hon. C. May remarked that this applicant had held a licence since 1868.

Laurence Young's application for the renewal of his licence for the "London Inn," was granted.

John Humby's application for the renewal of his licence for the "Empire Tavern," was granted.

Joaquim Gomez's application for the renewal of his licence for the "Welcome Home Tavern" was granted.

John Justef's application for the renewal of the licence for the "Hamburg Tavern," was granted.

Mr. Henry Kirchmann's application for renewal of the licence of the "Rising Sun Tavern," was granted.

Louis M. Lobo's application for the "British Crown" licence, was granted.

A. Wohlers' application for the licence of the "City of Hamburg," was granted. But recalled again, for the applicant to get another security instead of one he had, who was a boarding-house keeper.

Christian Koch's application for the licence of the "Army and Navy," was considered, and was put off, for the same cause as the last, namely, to get another security.

Henry May's application was granted for the "Victoria Hotel."

Peter Petersen's application for the licence of the "Royal Oak Tavern" was granted.

Henry John Carr's application for the renewal of his licence of the "British Inn" was considered. The Hon. C. May remarked that this applicant had been 14 years a publican, and kept a highly respectable house.

Mr. F. W. Mitchell and other justices remarked on several of the applicants having one Chinese merchant as security, and in one or two instances both securities were Chinese; in this instance both securities were Chinese.

The Hon. C. May remarked that Mr. Carr was an independent man, importing all his own liquors.

After a few other complimentary remarks by the Justices, the applicant had his licence granted.

Francis Francis's application, for the renewal of his licence for the "Oriental Hotel," was granted.

Thomas Hollowell's application for a new licence for the "Star Tavern" was considered, and granted. This was formerly the "Divers' Arms."

Wm. Bristow's application for the licence of the "Crown and Anchor," was considered, when the Justices questioned applicant concerning some salt beef being taken into his house by the boatswain and carpenter of the steamer *Lord of the Isles*, brought from that vessel, when his barkeeper, S. Thornton, was convicted.

The applicant said that that morning he went to Macao on pressing business, and knew nothing of the case. Directly the news was sent to him, on a Saturday, he took a pass boat, as he could not get a steamer, and arrived in Hongkong on Sunday morning. On Monday morning he came to the Court at once, and saw Mr. May about it, explaining to him his ignorance in his employ now, nor ever will be. He was not a trustworthy man, and he did not know where he was staying.

Applicant got his licence granted, on the condition that he did not take back the man Thornton, and have any recurrence of the kind.

C. F. W. Petersen's application for the licence of the "German Tavern," was considered. Mr. May remarked that this applicant had held a license since 1858, and kept a respectable house. He believed he was also German shipping-master.

Applicant said out of that he had been to Europe for two years. He was shipping master to the German Consul, which only occupied his time one hour per day.

Mr. James Greig said that he was sure this applicant was a highly respectable man, he had known that some years.

Licence was granted accordingly.

Eduard Estarico's application for the renewal of his licence was granted.

T. H. O'Elaherty's application for a licence for the "Globe Hotel" was granted.

Virgel Favre's application for the renewal of his licence for the "Hotel de l'Univers" was granted.

Jacob Fritz Schuster's application for the renewal of his licence for the "bar" at the "Sailor's Home," was considered. The Justices remarked on a dog case, in which the applicant was implicated before the magistrate, and a disturbance about chairs at the Sailors' Home.

Mr. Lister commented on the two cases, and said the applicant did not in that case set the dog on to the chair coolie. He simply ran after the chair coolie, followed by the dog, and was fully fined for the offence. Previously, the chairs were a great nuisance to the Home, sailors coming to the Home drunk in them from town, and had to be put to bed. The consequence was, that when they got sober they disputed the fare. A plan had been laid down for the acting manager to pay chair hire in these instances at once, and so settle disputes, since when things went on very comfortably.

The Hon. C. May remarked that he had noticed of late that very few drunken cases came from the Home.

Mr. Lister said he would like to impress on the Justices that all drunken sailors picked up at the Home did not get drunk there; it was not allowed. The sailors came from the town drunk. The applicant bore a good character since the dog case, and previous. Some person must hold the licence, and be responsible; Captain Thomsett could not hold it. The applicant was a married man, a good man, and fit to hold the licence; still it would be worth while for the Justices to warn him.

The Hon. C. May said he had received a note from Captain Thomsett, giving the applicant an excellent character. He was very glad to hear of this, from Captain Thomsett and Mr. Lister. The licence was then granted.

J. R. White, late proprietor of the "Commercial Hotel" applied to have the licence of the "Stag Hotel," granted to him. The Justices remarked on the advisability of not granting new licences to the Eastward of the Cross-roads, but after due consideration, and some remarks on the applicant's ability to keep an orderly and well conducted house, the licence was granted, upon the understanding that his licence, like Mr. Young's, of the "London Inn," was not transferable.

E. W. Elliot's application, for the licence of the "Old House at Home Tavern," was withdrawn.

Dorabjee Nowrabjee's application for the renewal of his licence for the "Hongkong Hotel" was granted.

J. McNulty's application for the renewal of his licence for the "British Hotel" was granted. The Hon. C. May remarked that this applicant had held a licence for eight years and a half, and kept a orderly house.

During the war of 1812, the American officer, Capt. Porter, of the *Essex*, going into fight with a vessel commanded by a noted British captain, named Winter, gave his orders as follows:—"My men, you see a very severe Winter approaching; you have only to keep up a good fire."

POLICE INTELLIGENCE.

November 6th.

BEFORE THE HON. C. MAY.

AN ILL WIND THAT BLOWS NOBODY ANY GOOD.

Ho-a-yow was charged with stealing T-Cloth from the house No. 3, Hillier-street, at the time of the fire next door. P.O. 273 apprehended defendant with the property, which was recognised by the master of the Yee-hing shop, and a shopman named Lee-a-cheong.

Defendant was sent to two months' hard labor, and to be exposed in the stocks for one hour at the scene of the fire.

Chinese constable No. 256 apprehended another Chinese, named Chun-a-see, while walking off with several bolts of T-Cloth, from the door of the same shop. The master of the shop, Ng-a-poey, identified the property, and said defendant was engaged to carry the goods.

Defendant said he was called by the shop people to carry the goods.

He was, however, convicted of unlawful possession, and fined 40 shillings, in default 21 days' hard labour.

Another individual, named Tam-a-yin, was apprehended by P.C. 133, and charged with the larceny of two bolts of blue rep, and some Chinese shoe tops.

Defendant was sent to two months' hard labour, and to be placarded in the stocks for an hour at the scene.

Sung-a-sü, head watchman in No. 4 district, caught another man, named Chan-a-fai, with a bundle of black dyed calico, which he saw him snatch from one of the coolies of the Yee-hing shop. Ng-a-poey, the master, recognised the property, and defendant was sent to two months' hard labor, and to be placarded for one hour in the stocks at the scene.

SUSPICIOUS CHARACTERS.

Chin-a-sui, Chin-a-lin, and Chin-min-sin, were charged by Wong-mun-pak, master of the Sing-leong chandler's shop, in Second-street, with entering his house at 5 p.m. on the 5th instant, as supposed for unlawful purposes. He knew nothing of the defendants, and they had no right in his house.

First defendant said his wife was amah to Mrs. Wilberforce Wilson, and she went home to England with that lady; he heard she had returned to Hongkong by the last mail, and had gone to live with Lee-a-ng, a bricklayer, at the complainant's house, so he went to claim her.

Inspector Orley said the first defendant was a lazy man, and had not done a day's work for many months. The wife of first defendant had come back, and she did want anything to do with him. She had some money, and the defendant only wanted to get hold of it.

First defendant was ordered to find security one householder, in $25, for three months, and the second and third defendants, for accompanying the first, were fined 10s., in default, seven days' imprisonment.

BURGLARY.

Mr. William D. Sutton, of the Hongkong Dispensary, appeared to charge a coolie named Yeun-a-song, of that establishment, on suspicion of committing a burglary on the night of the 5th November.

Complainant stated that on the night of the 5th instant, some person or persons entered Mr. Noble's room, took down that gentleman's coat, in which were the keys of the Dispensary, and Mr. Noble's gold watch and chain, the whole of which were taken. The party or parties made use of the keys and opened the Dispensary, and then opened the till, from whence $90 in loose cash were taken out, and all this under the eyes of the defendant, whose duty it was that night to be on watch at the door of the Dispensary, and see all who go up and down stairs.

The case was remanded to next Thursday, the 13th instant.

DESTITUTE.

Robert Woollard, an ordinary seaman, belonging to the British steamer *Macgregor*, was charged by Inspector Gray, with being a destitute.

Defendant said his ship went away to Melborne, just at a time he was drunk on shore.

Defendant was sent to 14 days' hard labour, or till the Harbour-Master could procure means of sending him away.

WOMEN AS WATCHMAKERS.

[illegible] states that in the course of her inquiries respecting the employment of women in American industries, she was peculiarly struck with the development of the watchmaking trade. Hundreds of women and girls find employment in the Waltham Factory, Mass., and in the Lady Elgin Works, Illinois. They tend the machines for cutting pinions, screws and wheels, making hair springs, setting jewels, &c., and employers speak very highly of their skill and accuracy. At the farewell luncheon given to Miss Faithfull the day before leaving New York, a beautiful specimen of the work executed at the Lady Elgin Works was presented to her by the women employés themselves; a scroll bore the names of the donors, and an inscription on the watch described it as a memorial of gratitude from American women to one who had done so much in helping women to help themselves.

NOTHING IF NOT LOGICAL.

To rational persons it is always agreeable "to know the reason why," and we have rarely seen a better reason for a queer prescription than the following, which is recorded in the last volume of the Transactions of the Medical Society of Virginia:—"A gentleman, in exerting himself one day, felt a sudden pain, and, fearing some internal injury, sent for a negro living on the plantation, who made pretensions to medical skill, to prescribe for him. The negro having sagely investigated the case, prepared and administered a dose with the utmost confidence of a speedy cure. No relief being obtained, however, a regular physician was sent for, who, on arriving, enquired of the negro what he had given? Bob promptly responded, "Rosin and alum, Sir!" "What did you give them for?" continued the doctor. "Why," replied Bob, "de alum to draw de parts together, and de rosin to sodder 'em."

A LOST HEIR FOUND.

The *Cornwall Chronicle* relates the following story:—"About seven years ago, in the great city of London, a cheesemonger died, leaving cash to the tune of £100,000 to be quarrelled over, fought, and disputed for by the reputed heirs-at-law. Advertisements were inserted at different times in the English newspapers, and many a claimant *a la* Tichborne was forthcoming. The lawyers, however, were not satisfied that any of the numerous claimants were the 'right men;' and what has just transpired proves that they were correct in their judgment, as the 'right man' has turned up in the person of the deceased cheesemonger's brother, George Hutley, who arrived in this colony some forty years ago. He was discovered by Mr. F. Stevens, a Victorian barrister, splitting up in the ranges in that colony, taken to Melbourne, shipped on board a steamer, and brought to Launceston, and then taken to Hobart Town, where he was identified as the veritable George Hutley, who arrived in Tasmania some forty years ago. After all the necessary documents are procured to prove without a shadow of a doubt the man's identity, he will proceed to England to claim his inheritance."

A BICYCLE TOUR.

Three members of the Surrey Bicycle Club have just performed with considerable success a journey by bicycle, which strikingly illustrates the practical value of that new means of locomotion for purposes of exercise and recreation. Starting from the headquarters of the club, the Oval, Kennington, at 3.10 p.m. one Saturday, they proceeded to Brighton, which they reached at 8.40 p.m., performing the distance of 50½ miles in five and a half hours. The party left Brighton at six o'clock on the following morning with the intention of going to Salisbury. The journey was executed under unfavourable conditions, for the roads were soaked with rain, and they had to contend with a strong north-westerly wind. They reached Arundel, however, at 8.30, breakfasted there, dined at Cosham, and reached Romsey at 6 p.m. The magnificent views of the Isle of Wight and Southampton Water which this portion of the road affords made it extremely enjoyable. Leaving Romsey soon after seven, they did in about two hours the 16 miles thence to Salisbury, which was reached at 9 p.m. The second day's journey was 86 miles, and it was performed in 15 hours. On Monday the party rode to Stonehenge, and thence through Andover, Basingstoke, and Staines back to London, a distance of 90 miles, against a strong head-wind. The bicycles used were a 44 inches driving wheel, a 48 inches, and a 53 inches, and the average work done was 90 miles a day.

ARRIVAL OF THE FRENCH MAIL.

The M. M. Steamer *Sindh*, Captain Rapatel, from Marseilles 28th September, via Port Said, Suez, Aden, Galle 21st October, Singapore 29th and Saigon 2nd November, with the London Mail of September 26th, arrived last evening. The following telegrams are from the *Straits Times Extra*:—

(*From the Ceylon Observer.*)

LONDON, 15th October.

The financial feeling in New York is very unsettled.

John Luie, steward of the *Osprey*, has circumstantially deposed to picking up a boat containing the Claimant and five men off the Brazilian Coast, in the spring of 1854. The *Osprey* took the Claimant to Melbourne. This man's evidence has caused strong sensation.

LONDON, 15th October.

By order of the Czar, the right bank of the Amoudaria, including the delta from the sea to the extreme Western arm of the river, has been annexed to Russia, and troops have been detailed for the protection of the territory, and a Military Governor appointed.

DEATH OF THE DAUGHTER OF BURNS.

The venerable Mrs Thomson, the last of the family of the poet Burns, died on the 13th Sept., at her residence in Crossmyloof. She was 84 years of age, and lived for the most part of her life in Pollokshaws and its neighbourhood. Mrs. Thomson was a natural daughter of the poet, and to a certain extent inherited his gifts, being a woman of great poetic feeling and strong intellect. She was well acquainted with the writings of her illustrious father, so that the numerous strangers who visited her enjoyed the conversation of the fine old lady. About twelve years ago she received a handsome testimonial in the shape of a purse of money to help to gild her declining years —a testimonial, in which all classes of citizens took part. In early life deceased was married to her late husband, who was then a soldier, and who died in Crossmyloof at an advanced age some six or eight years ago. Three of their family—two sons and a daughter—survive, and reside in Glasgow or Crossmyloof. In all of them we may remark that the love of music and song, and especially of Scottish music and song, is strongly inherent, and are all gifted beyond the common as exponents of the same within the social circle. Being the last surviving child of Burns, Mrs. Thomson's death breaks a most interesting link between this age, and that in which the sun of Scotland's greatest poet set for ever.

GUSTAVE DORE.

AN HOUR WITH THE GREAT PARISIAN ARTIST —VISIT TO AMERICA—A VOYAGE ROUND THE WORLD.

Little did I think, when I entered the Café Dufour, the other day, at four o'clock in the afternoon, that I should have Gustave Doré as a companion at the small table on which I took my dinner. We had been old acquaintances in times gone by, when the young artist was still poor, and when he had to draw his wonderful sketches in a small room in the Rue Bernardin. He then looked the very picture of health, gaiety, and intelligence, and I believe I never saw him at that time without a smile on his lips, which lent a peculiar charm to his handsome face. In fact, of all the rising and struggling talents of that period in Paris, young Doré seemed to look forward to the future with the most sanguine expectations and the firmest belief in his own destiny. Everybody liked him, everybody sympathised with him, and everybody seemed to rejoice in his triumphs as much and as heartily as he did himself.

Having been abroad since 1863, I had not seen Doré since that time; and when he took a seat opposite to mine at the table in the café, I did not recognise him at first; for in those five brief years his appearance had undergone a marked change—so marked, indeed, that when he held out his hand to me, with a smile, and said, "Do you not know me any more, my friend? I am Doré," I felt inclined almost to question his word. What! Young in years, yet Gustave Doré had grown old. His face was deeply furrowed. His voice had grown husky. His smile was sad, and an air of depression and melancholy seemed to have settled upon his countenance. He noticed my surprise, and, as we were shaking hands, he asked:

"Am I, then, so greatly changed?"

"Pardon me," I replied, "you look as if you [illegible] trouble."

"My wife," he said, smiling, "tells me the same thing."

His wife! Sure enough; he had been married, during my absence from France, to a very charming and highly accomplished daughter of our country. I offered my congratulations, adding:

"I am sure you are happy?"

"Why should I not be?" he said. "Nor have I been sick, and yet I feel restless and gloomy."

I suggested that he might recently have overworked himself. He replied that he had never produced as little at any period of his artistic career as in the past two years. His work, he said, did not please him any more as well as in former years. Critics, he added, had always been very kind to him.

The time was when he did not care for what they wrote about him. But of late he had become almost morbidly sensitive in regard to this matter. "The other day," he said to me quite seriously, "I was greatly mortified by an article on me in the feuilleton of the *Journal des Debats*. Will you believe it, I passed a sleepless night in consequence? And yet the writer of that article had treated me kindly and considerately."

He paused a moment, sipping his claret. I must confess I was deeply interested in what the great artist told me. Could it be that, as Jules Janin predicted years ago, in his case, over-production had exhausted the sources of his genius, and that the vague consciousness of this fact had led to the singular psychological phenomena which he related?

"And then," he added, gravely, "I am getting tired of Paris. That is singular, too, for if anybody ever loved Paris it was I. Everything binds me to Paris, and still I long to get away from it."

"What hinders you from travelling?" I ventured to remark with a smile.

"Nothing special, indeed," he replied, "but I cannot make up my mind whither to go."

"Bah!" I laughed; "the world is wide, and to you everywhere beautiful."

The truth then leaked out—that M. Doré for some time past had been thinking of undertaking a voyage round the world.

"A splendid idea!" I exclaimed, wishing to cheer him up. "French art can only gain thereby."

"But," he said, "what I want to do is to travel in a sailing vessel. I want to see the Arctic Sea, and I want to go to Australia. I am bound to see all that is grand in North America; and all that you know will takes years, which I may not have to spare."

The last few words he uttered in so sombre a tone that they sounded like a prediction of his own premature death. Anxious to change the subject, I told him about my own travels on the western coast of Africa. From the monosyllabic manner in which he answered me every now and then, I saw plainly that he took but very little interest in what I related to him.

"You see," I said gayly, "I had to rough it; for my means were quite limited; but a rich man like you —"

"What do you call a rich man?" he asked, with a merry twinkle in his fine eyes.

"One who, like you, can easily earn one hundred thousand francs a year. Why, you could easily build yourself a magnificent yacht, and go in it from one end of the world to the other."

Here I found something else that bothered M. Doré when dreaming of his contemplated voyage around the world. He could never set foot on a ship without suffering fearfully from sea-sickness. Like Czar Nicholas, of Russia, he loves the sea despite the cruelty with which it treats him whenever he ventures out upon it. One day he told me he had been sick for weeks in consequence of his trip across the Channel. I told him there was no remedy against sea-sickness, but that he would probably soon overcome it. "Gladly would I go to New York to-morrow," he said, "but for my aversion to this nauseating sickness." His young wife, he added, was greatly in favour of the scheme, because she believed that his depression of spirits would be remedied by so thorough a change of air and places. She had bravely promised to accompany him, even if he took her to the North Pole or the Cannibal Islands.

At this both of us laughed heartily. M. Doré rose from the chair, shook hands with me, and left the place. As he opened the door, I saw that he heaved a deep sigh, and that his face resumed its sombre expression.—*La Petite Revue de Paris.*

A FLOATING HELL.

(*Alta.*)

The ship *Sunrise*, from New York, has arrived in port. We take the following from her memoranda:—

On May the 14th, latitude 37 degrees 59 min. N., longitude 65 degrees 56 min. W., Charles Brown, a seaman, was found missing; native of France, aged 20 years. On May the 19th, latitude 33 degrees 32 min. N., longitude 54 degrees 5 min. W., John Condliff was also found missing; native of England, aged 35 years. On July 4th, latitude 00 degrees 10 min., N. longitude 47 degrees 22 min. W., T. K. Carrigan (boy) fell from fore-yard overboard, and was drowned. He was a native of Ireland, aged 16 years.

She had scarcely cast anchor until she was boarded by sailor boarding-house runners, who ascertained during a brief stay, that three men had been forced to commit suicide by jumping overboard, as the only means of escape from the cruel treatment to which, it is alleged, they were constantly subjected by the members of the ship. This story was strengthened by the fact that the second officer, Dennis Maloney, had escaped from the ship at the eight-mile buoy, took a Whitehall boat, and landed at Meiggs' Wharf. Mr. Franklin, known better as "Frenchy," because he is a Frenchman, keeps a sailors boarding-house on Vallejo-street, and he boarded the vessel. He met a countryman on board, Charles Belle, who asked Franklin to take him ashore. Belle wore a thoroughly demoralized appearance. His face was black, and swollen, dark semi-circles were visible under his eyes, and these latter were red and sore looking. His clothes were filthy, and his whole look told that he had been cruelly treated, and enlisted for him the sympathy of Franklin. This gentleman took him in his boat and rowed him ashore. The captain and first officer called on Franklin to return with the Frenchman, a request which was positively and emphatically declined. He brought the poor fellow to his house, changed his dress, and attended to his many wants. He was the only seaman who left the ship. They were not able to come ashore, as the *Sunrise* lies in the stream opposite North Point Dock.

After the seaman had reached shore, and the cruelty of the officers was bruited along the City Front, a general and very decided feeling of indignation was expressed, even among runners, and it would not have been safe for Maloney to put in an appearance about that time. He would be forced to stand some severe retaliatory measures or go overboard.

A reporter of the *Alta* obtained an interview with Belle, the French seaman, at Mr. Frankin's boarding-house. He is a young man, probably not more than 21 years of age, and his face and body bears undoubted evidence of the brutal treatment to which he was subjected. His statement is substantially as follows: The *Sunrise* left New York on the 3rd of May, Captain Clarke commanding. The first officer's name is Harris, the second officer, Dennis Maloney, and the boatswain's name is Kelly.

The first day after leaving New York the first mate commenced to exercise a tyranny as cruel and unrelenting as it was barbarous and savage; and continued this conduct until San Francisco was reached. The second mate, Maloney, did not beat, or in any manner cruelly treat the sailors, but often interfered to prevent the first mate from carrying his brutal punishment to extremes. The boatswain, Kelly, "used to lick" the sailors often; and the captain joined in this brutal conduct, which he tolerated, or appeared to tolerate, in the man Harris. The first officer made the men work until they dropped down through exhaustion. He would bring them out of bed at nights, and compel them to walk on deck, and if they did not keep moving, or perchance fall asleep as they stood or walked, he would tap them on the head with his clenched fist, a belaying-pin, a piece of rope, or anything handy. When he wished to awake them on other occasions he used his ponderous boots freely, and the poor sailor's sides are an evidence of the fact. This used to be a regular thing; and all were treated alike. The captain struck the men occasionally, and knew well of the first officer's conduct, who abused the men in his presence, but not with his usual brutal severity.

Two preferred death to the treatment they received, and the third, weak and exhausted, after long and severe punishment, fell from the rigging, and was seen no more. The first victim man says he knows not how he was lost. He was to have been on watch between 8 and 12 o'clock p.m.; he was called everywhere, but he answered not. The first mate "licked" him every day two or three times; made him work 20 out of 24 hours; would throw him violently upon the deck and kick him. It was after all this terrible punishment had been inflicted on him, and that he was compelled to stand motionless on deck for twenty-four hours without food or water, that he abandoned the *Sunrise* and his life, and sought relief in the unfathomable depths of the ocean.

John Cardiff is also reported *missing*. Cardiff was treated with the same cruelty as Brown, and even worse. He was not allowed to sleep in the forecastle, but was put under the gallant forecastle, where he was compelled to sleep for fifteen nights previous to the night he is reported *missing*, with hogs for his companions. What a terrible crime! How it cries to Heaven for redress! The man was half demented from suffering—from cruel treatment—from whipping, kicking, walking, working, little food and less sleep, when, to escape from a life made miserable beyond endurance, he employed the little strength he had left to end his existence.

The third victim, W. F. K. Carrigan, was a young man twenty years of age, or perhaps less. He was the especial object of the hate and brutality of the first mate, Harris. He was, after the usual daily kicking and bruising with rope and club, forced to stand on deck twenty-four hours without eating or sleeping, after which he was sent on the topsail yard, from which he fell, through weakness and exhaustion, and lost. Belle did not see Carrigan fall, nor did he see any of the missing disappear. They disappeared, and nothing more was thought of them.

The sailor repeated many lesser acts of brutality—enormous in themselves, but beside the more despotic cruelty of forcing these men into the arms of death—small and insignificant. He often told them that they would never reach San Francisco, and that he would compel them to jumped overboard. When the men were weak and fatigued from the combined effects of punishments, want of rest and labor, he would order them aloft, and then try to throw them from their places by letting the halliards go, and other devices. Our informant was kept for thirty-six hours scraping the deck, and, when exhausted and sleepy, he was not able to use the scraper with his usual force, the first officer, Harris, took it out of his hand and struck him with it on the head. The seamen were kept thirty-six hours without food, and never got more than four out of twenty-four hours sleep. They were, to use his own expression, "all licked fearfully." His body, arms, and face bear undoubted evidence of cruel punishment.

The fact that the second mate, Maloney, abandoned the ship before coming to anchor, led to the strong suspicion that he was the party guilty of this terrible cruelty. But it appears from Belle's statement that he was kind, and by his interference saved them from the tyrannical, rascally cruelty of the man, or monster Harris. The captain and Harris "growled" at him because he was not cruel, and did not make the men work more. He never injured any one during the voyage, and Belle is at a loss to know why he left the ship so suddenly, unless he wanted to escape from the others.

The case calls for immediate and strict examination. Men forced overboard by cruelty! The very idea suggests the appropriateness of a particularly hot corner for the perpetrator of the crime. We do not accuse Harris of so terrible an act; we give as a matter of news only a statement made in the presence of others. If Harris and Captain Clarke are innocent, they owe it to themselves to prove it; and we hope for the sake of our American marine that they can do so.

HYDRAULIC PRESSURE.—In a report on the mechanical inventions shown at the International Exhibition, *apropos* of the sandblast, the Rev. A. Rigg suggests that there may be a property in water which has not yet been utilised. While standing, he says, "near a new steam-boiler which was being tested under water pressure, and when the load was near its maximum, a small and (except that the sun shone upon it, so that the light was decomposed) imperceptible jet appeared; the writer was about to pass his finger across it, when a workman said, "Don't do that, sir; a boy had his finger cut off with one of those jets." Might not a jet of water be used as a saw?—*Iron.*

VALUE OF SLEEP.

It must be remembered that sleep repairs not the vital functions only, but simultaneously those functions which we distinctively describe as mental attributes, and of which the brain is, to our limited comprehension, the organic instrument. The intellectual part of our nature, taking the phrase in its largest sense, is exhausted by its continued exercise in like manner as the bodily organs, and requires the same intermittent periods of repose and repair. If other proof were needed of the great function which sleep fulfils in the economy of life, it may at once be found in the effects which follow the privation of this repair. A single sleepless night tells its tale, even to the most careless observer. A long series of such nights, resulting, as often happens, from an over-taxed and anxious brain, may often warrant serious apprehension, as an index of mischief already existing, or the cause of evil at hand. Instances of this kind we believe, are familiar to the experience of every physician, But here, as in so many other cases, the evil of deficiency has its counterpart in the evil of excess. Sleep protracted beyond the need of repair, and the encroaching habitually upon the hours of waking action, impairs more or less the functions of the brain, and with them all the vital powers. This observation is as old as the days of Hippocrate and Artæus, who severally and strongly comment upon it. The sleep of infancy, however, and that of old age, do not come under this category of excess. These are natural conditions appertaining to the respective periods of life, and to be dealt with as such. In illness, moreover, all ordinary rule and measure of sleep must be put aside. Distinguishing it from coma, there are few cases in which it is not an unequivocal good; and even in a comatose state the brain, we believe, gains more from repose than from any artificial attempts to rouse it into action.—*Edinburgh Review.*

RURAL POLITICS IN FRANCE.

A French correspondent of the *Times*, quotes from "a friend who has lived a very long time in the country," a graphic account of the speaking at a recent agricultural dinner, politics not being excluded:—

"First of all, the sub-prefect who opened the ball is a sub-prefect of September 4th. He mounted the rostrum and explained to us clearly and irrefutably that on September 4th there was no Government, and that the previous one had fallen in presence of the public indignation and indifference. He fully proved to us that it was by a truly great and touching act of devotedness that a few thoroughgoing patriots picked it up, and that at the risk of losing their popularity they had been able to prevent it from falling into the hands of the Socialists, who were on the point of seizing upon it. He then demonstrated to us very clearly that thanks to the struggle carried on by the 4th of September Government, Prussia had suffered more than France during that second period of the war, and that it was owing to what she had suffered and lost during that second period that we had not to fear a new war yet awhile, seeing that Prussia was no more than France in a position to recommence hostilities. The sub-prefect told us many more touching things about the 4th of September men and their great patriotism, and, sooth to say, we applauded him most lustily. For my part, I deeply regretted the violence I had contracted the habit of imputing to the 4th of September men, and I now began to do them justice. So when the sub-prefect left the rostrum we cheered him more lustily than ever, and I heard a few cries of "Vive le 4 Septembre!" But the sub-prefect had no sooner got down than the school inspector got up, and, without more ado, declared that he was going to refute in a victorious manner all the inexact assertions of the sub-prefect, and at the same time prove to us absolutely that the greatness and prosperity of France were indissolubly bound up with the Imperial dynasty; that September 4th was at once a violation of the national sovereignty and an act of violence towards the dynastic sovereignty; that had it not been for September 4th, France would have two milliards and two provinces more; and that it was Sept. 4th alone with cost France the torrents of blood which have been shed since then on the Loire, about Le Mans, and in the East. The speaker showed us the return of the young Prince ripened by misfortune, made great and good by suffering, and bringing to France the graces of youth and the experience of those who have suffered much. In one word, he recommended the recall of the Imperial Prince, absolutely as if no known form of Government existed in France. When the inspector sat down, nearly every one cheered—those who had cheered the sub-prefect as well as the others. Forthwith the mayor of our commune got upon his legs. He was appointed by M. Thiers, and, of course, began by saying that he associated the name of M. Thiers with all the benefits France had enjoyed during the last three years. The people of whom he had most horror were those who had not the courage to maintain their opinion. The men of September 4th dared not become frankly Republican. They wanted an ideal, a platonic, an impossible Republic. They wanted a Republic democratic at the base, aristocratic in the centre, and bourgeois at the summit. That was impossible. The Republic was, above all things, the government of the masses, of the "deep social strata." The term "Republic" meant birth, fortune, knowledge subordinated to the majority of the nation, and subordinated especially to the *nouvelles couches sociales*, which for 1,800 years had been waiting for their turn to reign, to govern, to dispose fraternally of the public fortune, whose unequal division was the cause of all social agitations. The self-styled Conservative Republicans were no more sincere that the Bonapartists. They both desired the negation of the political and governmental action of the people. What was wanted was a scientific, social Republic, a State without a State religion, an equal division of places and profits, and he concluded by shouting "Vive la République vraie!" He is succeeded on the rostrum by the Receiver-General of Finance, a friend of the Orleans family and of the princes of that house. For him the Orleanist party has ceased to exist, and it is not in the name of a party that he speaks. But if the Liberal Monarchists have consented to disappear as a party, they have preserved a right and a duty. The right is to claim the enjoyment and the benefit of modern liberties, the duty is to defend the national colours which are the symbols thereof; and so, though they have ceased to exist as a party, the partisans of modern Monarchy will show themselves wherever the nation needs to be protected in its liberties and in respect for its public resources and its private wealth. The partisans of modern Monarchy will combat every attempt to substitute the symbol of time-honoured right, which was the Right Divine of Kings, for the symbol of modern right, the tricolour flag, which constitutes the reciprocal engagement not only of the nation towards the King, but also of the King towards the nation. This speech, which was much applauded, was followed by one from a wealthy and noble landlord of the neighbourhood, who resolutely defended the white flag—the unchangeable principle of inheritance, which is at the same time the basis of the whole social order. It is on that principle that society, with its guarantees, its security, is founded. The revolution has thrown France into the maelstrom from which she can escape only by learning on the saving arm of him who holds and is the personification of the salutary and immortal principle of hereditary right, from the base to the summit, and from the summit to the base."

THE BALLOON COLLAPSE.

(*Morning Call.*)

REASON OF THE FAILURE—THE BALLOON ROTTEN BY EXPOSURE TO THE WEATHER. PROFESSOR WISE STATES HIS CASE.

To the Editor of the New York Herald.—As my name has been prominently mentioned in the public prints for numbers of weeks past in connection with the balloon built by the *Daily Graphic* Company, for the ostensible purpose of attempting to cross the Atlantic, I feel that justice to myself, no less than to those who have honoured me with their confidence, requires that I shall explain the reasons for my withdrawal from the *Graphic's* enterprise. I am an enthusiast, but not a mere theorist, and my calculations of the probabilities of the successful transit of the Atlantic in a balloon are based upon careful observations of the upper atmosphere extending over a period of nearly forty years. I have never underestimated the risks which must be run by any one who would undertake to demonstrate the feasibility of crossing the Atlantic in a balloon; on the contrary, I have calculated, so far as it is practicable to do so, all the chances of failure. Under the best auspices failure is possible, for the experiment is an untried one; but I believe now, as I have believed for more than twenty years, that the probabilities are largely in favour of success, provided a properly constructed air vessel is furnished. Many persons considered Columbus a fool when he started out to discover the New World. He would have been a fool had he started in a rotten and leaky ship. I may be mistaken in my theories, but I do not think that I am; and I am not a fool in endeavouring to give them a practical test. I would be a fool if I were to attempt a voyage in a rotten balloon. This is the whole matter in a nutshell.

The *Graphic* company agreed to furnish me with a well constructed gas-tight balloon. They did not do so; and that the proposed expedition is a failure is their fault, and not mine. The *Graphic* balloon was not constructed of the material I suggested, nor in the manner I suggested. I had no control over it, my functions being merely advisory. On the contrary, my advice, based on many years' practical experience as an aeronaut, was disregarded at every point; and, although I have hoped against hope to the last moment, the unhappy finale to what promised to be a most interesting and important scientific experiment is exactly what I expected it would be weeks ago. It is a sad thing for me, when I thought that the great dream of my life was about to be realized, to behold such an inglorious conclusion, but I feel that no blame can attach to me in the matter, and that an impartial public will only blame me for not having abandoned the enterprise long ago. Perhaps I am to blame in this respect; but it was at least an amiable weakness to hold on until the last minute, in the hope that the balloon might prove capable of making a creditable start, even if it ended its career and mine by letting me down in the middle of the Atlantic Ocean.

My faith in my theory of a great easterly current is now as strong as it ever was, for it is based upon positive scientific facts. I am ready now, as I have been ready for the last thirty years, to risk my life in attempting to cross the Atlantic. All I demand is a reliable air-ship. Had I possessed the means I would have fitted one out long ago, but the leanness of my purse, rather than any lack of inclination, has compelled me to defer the enterprise as a private adventure. If I can be provided with a gas-tight balloon of the proper dimensions I will start to-morrow, or next week, or next month, or whenever the air-ship is ready. I do not wish to undertake such an experiment as an exhibition for making money, on the contrary, I am bitterly opposed to even an appearance of charlatanism in connection with what I believe will attest an important scientific fact, and if another attempt is made to start a balloon upon a voyage across the Atlantic, I most sincerely hope that it will be done soberly, advisably, and without any attempts to make the expedition a money-making affair, since a mere pecuniary enterprise must inevitably cause embarrassment, which will imperil the success of a scientific experiment.

JOHN WISE.

PROF. STEINER'S OPINION.

ALBANY, September 2nd, 1873.

PROF. JOHN WISE.—Dear Sir: Your favour of the 21st of August has just come to hand, then only through mere chance, as the letter was advertised. You asked me to give you my candid opinion of the great balloon. I will do so. It grieves me very much to learn that you have been obliged to take what a set of inexperienced men have thought fit to give. The idea that men of no practical or theoretical knowledge of aerostatics should be chosen to build a balloon to make one of the greatest experiments ever undertaken by man, is simply absurd, and the machine they have produced is not fit for you to risk your life in; and be assured that if, through this miserable and miserly proceeding, you should lose your life, I will expose the whole proceeding, and show how you have been hampered from the beginning of the contract. I do not believe that the balloon will hold gas or stand the inflation, as it will be half rotten from useless exposure before it is completed. Then, the great amount of oil that has been smeared on it is sufficient to tear the lower half from the upper at the equator, if the least wind should blow on the day of inflation; then the network is the poorest I ever saw for the business. I hope we may get her inflated and off right, but I have serious apprehensions that she will never leave the ground, or, if she does, that she will not remain afloat forty-eight hours. The cloth should not have been allowed to lay in the wet, as oil and water will rot it very fast; then the seams should have been sewed three times, and the varnish dried under shelter. I hope you will have at least a ten-inch main to inflate her, as much depends on a rapid inflation.

I do not believe it ought to be half-inflated for one week to gratify idle curiosity, as the risk is great of chafing or tearing it, and making it unfit for the final ascension. Let me know by telegraph when you need me, and I will come. I think of you very often, and do sincerely hope that you will succeed in crossing the Atlantic, and be spared to reap the honors that will await you.

J. H. STEINER.

MISCELLANEOUS.

The pitcher goes often to the well, but the latter has never been known to return the call.

There are persons who, though they have nothing to talk of, never know when to leave off talking.

A man without mirth is like a vehicle without springs, in which one is caused disagreeably to jolt by every stone over which it turns.

Mankind, in general, mistake difficulties for impossibilities. That is the difference between those who effect and those who do not.

A sign on the door of a Paris lodging-house reads:—"Music Lessons—Piano and Big Drum—from 8 o'clock a.m. to 10 p.m." Pleasant house to live in, we should think.

Puffing and blowing are often considered as synonymous terms. You will discover a difference, however, if, instead of puffing a man up, you should blow him up.

"Why don't you stand up there like a man?" asked a New York magistrate of a drunken fellow arraigned before him. "I can stand up well enough, your honour, but I cannot make my boots stand up."

SKILLED VELOCIPEDISTS.—The young men of Chicago are said to be classified according to their skill as velocipedists into the "timid toddlers," the "wary warblers," the "go it gracefuls," and the "fancy few."

THE RIGHT SIDE AND THE WRONG.—Like most garments, like most carpets, everything has a right side and a wrong side. You can take any joy, and by turning it round find troubles on the other side; or you may take the greatest trouble, and by turning it round find joys on the other side. The gloomiest mountain never casts a shadow on both sides at once, nor does the greatest of life's calamities.

A curious mistake was recently made by an Irishwoman who lately went to the Newcastle Post-office, thinking it was a public-house, bottle in hand, and asked for 3d. worth of whisky. A clerk, managing to preserve his gravity, took the bottle to the water-tap, and filled it with the sparking liquid supplied from Whittle Dene; corked it up, and then returned it to the visitor, telling her that he hoped she would be a good customer in future, but generously declined to accept payment, as that was the first time she had honoured the establishment with her patronage. The woman, who evidently was unaccustomed to such liberality, expressed her thanks in eulogistic terms, and "went on her way rejoicing."

A GOOD NAME.—Riches, learning, and honour are within the reach only of a few; but a good character may be obtained by every person; and a good name is better than all these. If we are without it, we can realise no sincere respect among our fellow-creatures. Should respect then be paid to us, it is only extrinsic circumstances which compel the tongues of others to use language that the feelings of their hearts condemn. Without a character which commands respect, our importance in society is unfelt; and the bloom and vigour of life pass without a proportionate elevation in the community of which we form individuals. According as we are deficient in character we sink in the public estimation, whether we are menial servants or titled men.

CONCLUSIVE.—The following dialogue occurred in the Faubourg St. Honore, Paris, between a patriarchal gentleman and his granddaughter:—"What makes your hair so white, grandpa?" inquired the maiden.—"I am very old, my dear, I was in the ark," says grandpapa, humorously, but with a reckless regard for truth which does not prepossess us in the man's favour.—"Oh," says the child, regarding her relative with a fresh interest, "Noah?"—"No, I am not Noah."—"Are you Shem, then?"—"No, I am not Shem."—"Are you Ham?"—"No, I am not even Ham."—"Then you must be Japhet," says mademoiselle, at the end of her historical tether, and growing rather impatient at the difficulty that surrounded her aged relative's identification.—"No, I am not Japhet."—"Then, grandpa, you must be a beast."

A POACHER'S EXCUSE.

The Paris correspondent of the *Pioneer* tells the following:—There can be no doubt that the poachers have been forestalling the opening day. The severity of the Gardes Champêtres has been much relaxed, I fear, since the last revolution. I have read a report, however, of a case in which one of those rural guardians of the peace and the preservers prosecuted a poacher, who anticipated the opening day by a midnight onslaught, and I was somewhat amused by the ingenious defence of the delinquent. "I am not guilty," he said earnestly to the magistrate; "I swear to you I am not morally guilty." "But the Garde Champêtre saw you shoot a hare, and the *chasse* was not yet open." "Well, but it would have been in six hours!" "And what have you to say for anticipating it and killing a hare?" "I acknowledge I killed the hare, but it was not my fault; I simply cocked my gun and put it to my shoulder, waiting till the hour of the opening of the *chasse* would sound, and intending that day to take out my permit." "Well?" "Well, Monsieur, you see the trigger of my gun is on the hair-spring principle, and the shot went off probably from the high wind in spite of me; and without doubt the luckless hare must have been in the way and been hit." This defence did not save the anticipating and well-intentioned sportsman from a couple of months' imprisonment.

A NEW ELECTRIC LIGHT.

By the employment of magnets, and the use of a closed incandescent conductor in an atmosphere that will not oxydize or otherwise affect the duration of the light-producing material, it appears probable that an entirely new mode of illumination may be secured. The cost of the old method of electric lighting precluded its employment, except where cost could be disregarded, and the rapid consumption of the carbon points is a great practical inconvenience. These difficulties appear to be overcome thus:—viz., one piece of charcoal, or any other bad conductor, is attached to a wire connected with an electro-magnetic machine, and placed in a glass tube exhausted of its air, and filled with a gas that will not at a high temperature combine chemically with the carbon. The tube is then hermetically sealed; and if the machine be set in motion, the charcoal becomes gradually and equally heated, and emits a soft, steady, continuous light, which can at will be made stronger or weaker as desired. A small three horse-power engine is capable of lighting many hundreds of such lanterns, which may be employed under water as well as in air; and for mining purposes also would yield abundant light without a trace of danger; while its employment for domestic and industrial purposes would free us from the deleterious gases evolved by our present source of illumination.—*Pioneer.*

THE TICHBORNE TRIAL.

(*Telegraph.*)

NINETY-SEVENTH DAY.—SEPTEMBER 18TH.

The day was taken up with "Carabineer evidence," of the kind with which all those who have carefully followed the course of the trial are by this time thoroughly familiar. Mr. John Cheetham, ex-Carabineer—the first witness—deposed to his conviction that the defendant is none other than his old officer. "I see him there," said he. "That is the Roger Tichborne I knew in the Carabineers." To Mr. Cheetham succeeded Sergeant-Major Cairns—a gentleman whose connection with the case is a matter of public notoriety. The sergeant-major is a strongly-built handsome man, with a stalwart figure, a gigantic chest, and close crisp black hair, and his evidence was given without a shadow of hesitation. That the defendant was Roger Tichborne the witness was quite certain. He had, indeed, recognised him almost immediately. The defendant was stouter than he was in the Carabineers, but that was all. As for his memory for events that had happened in the regiment, it had been strong enough, at any rate, to thoroughly convince Sergeant-Major Cairns. The Sergeant-Major had been thrown by a buck-jumping horse, and had had his hand and elbow splintered, and the defendant had shown himself thoroughly acquainted with all the circumstances of the accident. More than this, he had remembered the fact that a child had fallen into a cesspool, and had been smothered in it. And these, with other facts, had—according to Mr. Cairns's evidence—left him no loophole for doubt. A peculiarly searching cross-examination by Serjeant Parry elicited the fact that Mr. Cairns had been almost from the first a most active partisan, and had done no little to aid in the getting up of the so-called "Carabineer" head of evidence. Letters of the witness were put to him, in which he spoke of certain affidavits, which had been procured through his instrumentality, as "first class," and went on to describe "Major Norbury" as "a very strange man," adding significantly "the conversation we had together in the trap had a great effect." What this "great effect" was, or to what it was due, Mr. Cairns resolutely refused to explain. "It's no good my pressing you, I suppose," said Serjeant Parry, in his most dulcet tones. "Not the least," was the reply; and so the matter ended. Mr. Cairns, who was next called, corroborated the evidence given by her husband. She, too, was "a Carabineer," having followed the fortunes of the regiment and assisted in ministering to the comfort of its officers. Of Roger Tichborne she had a perfect recollection, and she was quite certain that the defendant was he. To Mrs. Cairns, who gave her evidence in a brisk, cheerful manner, succeeded Sergeant Burke, ex-non-commissioned officer of the Carabineers, and Commissionaire of the first class. "I know the defendant," said Mr. Burke. "He is Roger Tichborne, who was in the Carabineers." And so Mr. Burke went on to tell the jury how the defendant had convinced him (the witness) of his identity by his recollection of matters of regimental history, and more (Mr. Tichborne) had got one man, Robinson, into trouble for going to sleep while on stable guard. The cross-examination of this witness was built upon the usual lines, and was intended to show that his recognition of the defendant as Roger Charles Tichborne was made upon insufficient grounds, and that his old regimental comrades had influenced his judgment.

The last witness examined was a Mr. John Lesware, at present tobacconist at Liverpool, and formerly trumpet-major of the Carabineers. The purport of Mr. Lesware's evidence was, that he was in his time postman to the regiment, and used to deliver their letters to the officers at their quarters. He had frequently seen Roger Tichborne with his sleeves rolled up, and was quite certain that there were never any tattoo marks upon his arm. More than this, Mr. Lesware was also certain that the defendant was Roger Charles Tichborne, and no one else. To this conclusion he had been led, partly by his recognition of gait, features, and general appearance, and partly also by the fact that the defendant had satisfactorily answered certain "test" questions which the witness had put to him. Of these tests one had reference to the uniform of the band; another to a military romance which befell the barrack-master at Cahir. This functionary was, it seems, "an elderly gentleman," and was wont, with pardonable vanity, to cover the ravages made by age with a *perruque*. A high wind caught him with topsails hoisted, and sportively carried both shako and *perruque* up the street, the luckless owner following in hot pursuit. A pretty milkmaid, who had witnessed the catastrophe arrested the truant wig and shako, refitted them upon the discomfited veteran, and so aptly played the part of Aphrodite arming Ares, that the barrack-master fell a victim, and, to cut a long idyll short, married the damsel. The Carabineers, it seems, entered into the spirit of this Theocritean episode in regimental history, and, as the marriage cortége returned from church, detached the horses from the carriage in which sat the happy couple, and dragged it into the barracks by ropes. All this the defendant had remembered, and his knowledge of it had convinced Mr. Lesware that he was talking to his old officer. Further, Mr. Lesware had a book, in which were entered the private addresses of the officers of the Carabineers when they were absent on leave, and the defendant had given Mr. Lesware his correct "leave address," and so had satisfied him that he was Roger Tichborne. "M'L'd," said Mr. Hawkins, rising, "perhaps you will allow this witness to have his breakfast before I cross-examine him;" and so the Court adjourned.

MOUSE TRAPPED BY AN OYSTER.—Through the kindness of a correspondent, I have received a most interesting specimen. It consists of an oyster, the shells of which are tightly clasped round the neck of a mouse. The head is inside that shell, therefore I cannot examine it. The oyster, which is a pure native, was probably lying in a larder, with the shells open when the mouse put his head in to eat the meat of the oyster, and was immediately nipped by it.—Frank Buckland, in *Land and Water.*

COBRAS IN BOMBAY.

Snakes are getting too intrusive. So long as they confined themselves to the columns of newspapers hard up for news, they could be borne with; but when they come into compounds and houses on Malabar Hill, they cease to be harmless bores, and become dangerous nuisances. Recently a cobra, of the respectable length of fifty-four inches, was detected in the act of striking a frog in the well outside a bungalow in that peaceful quarter. A native servant called his sahib, who promptly struck the reptile on the back with a stick as it was moving over some stones to get on a flower bed. It made good its retreat however; and when it got under the shelter of a cactus, reared its head and tried to turn and sting its enemy. But its back was injured, and it could not turn; so its fate was sealed. It was the twelfth cobra killed in that compound, or rather on the premises, for one of them was shot in the drawing-room, and another under the baby's cot in the bed-room. If cobras were wise, they would give a wide berth in future to a place so fatal to them, and try their luck in some other quarter.—*Times of India.*

COMMERCIAL INTELLIGENCE.

NOVEMBER 6TH, EVENING.

New Patna, \$565 to \$567½, cash and credit, choice numbers, \$567½ to \$571½; New Benares, \$551¼ to \$555, cash and credit. No change in other kinds. Estimated unsold stocks:—New Patna 2,450 chests, New Benares 475 chests, Old Patna 145 chests, and 80 chests Malwa opium.

EXPORT CARGOES.

Per American ship *Ringleader*, for New York:—

FROM WHAMPOA.

10,212 rolls Matting, 1,750 boxes Pouchong Tea, 49,000lbs.; 938 pkgs. Fire Crackers, 7,500 boxes; 100 boxes Nut Galls, 10 piculs; 70 boxes Raw Silk, 3,500lbs; 30 pkgs. Rattans, 15 piculs; 29 pkgs. Chinaware, 15 pkgs. Twine, 7½ piculs; 8 pkgs. Cantharides, 4 piculs; 1 pkg. Laquered and Ivory Ware.

FROM HONGKONG.

5,281 half-chests Tea: Tamsui Oolongs 15,055 lbs., Amoy Oolongs 121,639 lbs., Congou 79,553lbs., 61 cases Pith Hats, 8 pkgs. Sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 4/1
Bank Bills, at 3 months' sight, 4/1½
Bank Bills, at 6 months' sight, 4/2¼
Credits, at 6 months' sight 4/2¼
Documentary Bills, at 6 months' sight 4/2¼

ON NEW YORK.—
Private, 5 months' sight .... —

ON BOMBAY.—Bank, 3 days' sight 224½

ON CALCUTTA.—Bank, 3 days' sight 224½

ON SHANGHAI.—
Bank, sight 73
Private, 30 days' sight 73½

SHARES.

Hongkong and Shanghai Bank Shares.—46½ per cent. premium.

Union Insurance Society of Canton, new shares —\$600 per share premium.

China Traders' Insurance Company's Shares—\$950 per share premium.

China and Japan Marine Insurance—Tls. 100 per share, nominal.

Chinese Insurance Company.—\$210 per share.

Hongkong Fire Insurance Company's Shares—\$550 per share.

China Fire Insurance Company's Shares—\$152 per share.

Victoria Fire Insurance Company's Shares—\$120 per share.

Hongkong and Whampoa Dock Company's Shares—20 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—31 per cent. premium.

Shanghai Steam Navigation Company—Tls. 109½ per share.

Hongkong Gas Company's Shares—\$65 per share.

Hongkong Hotel Company's Shares—55 per cent. discount.

Indo-Chinese Sugar Company—90 per cent. discount.

SALES ON NOVEMBER 6TH, 1873.

As reported by Chinese.

Fungus, 5 bags, at \$59.00, by Chun-chong to travelling trader.

Dried Lily Flowers, 10 bags, at \$12.60, by Chun-chong to travelling trader.

Cuttlefish, 10 bags, at \$24.00, by Yue-wa-loong to travelling trader.

Hams, 10 packages, at Tls. 13.2.0, by Kin-lee to local trader.

Saigon Cotton Seed, 1,850 bags, at \$4.85, by Yee-tye to travelling trader.

Black Pears, 1,500 piculs, at \$1.50, by Yee-tye to travelling trader.

Sugar Candy, 300 packages, at \$10.00, by Sze-hop-chune to local trader.

Milled Rice, 2,000 piculs, at \$1.43, by Kin-tye loong to local trader.

White Sugar, 100 bags, at \$5.40, by Kwong-wing-shing to local trader.

Black Pepper, 100 bags, at \$16.10, by Fook-mow-loong to local trader.

Vermicelli, 50 bags, at \$6.80, by Tuck-mee to travelling trader.

For Sale.

BAKER & CO.

HAVING purchased the ENTIRE STOCK of Messrs. BONNETT & CO., under very advantageous terms, beg to announce that the premises lately occupied by the above were RE-OPENED for business on

MONDAY, the 15th instant,

Where we are showing a well selected Stock of COLORED SILKS, SATINS, COSTUMES FOR THE COMING SEASON, IN THE *Newest Style and Materials.*

RIBBONS, LACES, PERFUMERY, FANCY GOODS, AND STATIONERY, in great variety.

Also,

A large Stock of TABLE-LINENS and LINEN SHEETINGS, FLANNELS, BLANKETS, &c., &c., &c.

Most of the above Goods to be sold at *GREATLY REDUCED PRICES* to make room for NEW GOODS for the Autumn and Winter Seasons.

Also,

A large Stock of ENGLISH-MADE SADDLERY, which must be sold without *regard to cost.*

BAKER & CO.,
24, *QUEEN'S ROAD CENTRAL,*
COURT MILLINERS, DRESS AND MANTLE MAKERS,
GENERAL DRAPERS,
LADIES' & CHILDREN'S-OUTFITTERS,
&c., &c., &c.

1475 Hongkong, 5th September, 1873.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 745 Hongkong, 19th May, 1873.

永 煤 記 棧

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1343 Hongkong, 16th August, 1873.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Agamemnon (str.)			Butterfield & Swire	On or about 5th Nov.
Do. Do.	Craigforth (str.)			Holliday, Wise & Co.	Quick dispatch.
LONDON	Landwursten	Becker	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Lord of the Isles (str.)	Blow	Hongkong	Gilman & Co.	To-day, at 3 P.M.
DUNEDIN AND SYDNEY	Rifleman	Thos. Bishop	Hongkong	Rozario & Co.	Quick dispatch.
NEW YORK	Johann Smidt	Hagemann	Hongkong	Vogel, Hagedorn, & Co.	Quick dispatch.
Do.	Kinfauns Castle	Dodd	Hongkong	Russell & Co.	Quick dispatch.
Do.	Carnarvonshire	Williams	Hongkong	Russell & Co.	Quick dispatch.
Do.	Tamesa		Hongkong	Olyphant & Co.	Quick dispatch.
ALGOA BAY & CAPE TOWN	Trio		Hongkong	Turner & Co.	Quick dispatch.
SAN FRANCISCO	Melrose	Neill	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Mary Belle Roberts	Trask	Hongkong	Russell & Co.	Quick dispatch.
Do.	Aureola	Ross	Hongkong	Russell & Co.	Quick dispatch.
SINGAPORE	Lord of the Isles (str.)	James Blow	Hongkong	Ah Yen	To-day, at 2 P.M.
MANILA	Delia	E. Basozabal	Hongkong	Remedios & Co.	Quick dispatch.
YOKOHAMA	Volga (str.)	Flambeau		Messageries Maritimes	Quick dispatch.
Do.	Bombay (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
SHANGHAI	Glaucus (str.)		Hongkong	Butterfield & Swire	On or about 6th Nov.
Do.	Sindh (str.)	Melizan		Messageries Maritimes	Quick dispatch.
Do.	Sunda (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Olympia (str.)	Paulsen		Siemssen & Co.	Quick dispatch.

For Sale.

SAYLE & Co.

HAVE just received a choice ASSORTMENT of CLOTHS, suitable for the AUTUMN and WINTER SEASONS, consisting of—

FANCY TWEEDS and ANGOLAS, for Suits.

TROUSERINGS of the latest Styles.

BLACK and BLUE BROAD CLOTHS.

BEDFORD CORD and KERSEYMERE for Riding BREECHES.

Light MELTONS for OVERCOATS.

BILLIARD CLOTH.

ALSO,

LONGCLOTH, FLANNELS, REGATTA, OXFORD and CAMBRIDGE SHIRTS.

COLLARS and SCARVES of the latest fashions.

BOOTS, SHOES, and SLIPPERS of all kinds.

The Newest Shapes in FELT, DRAB SHELL, and SILK DRESS HATS.

GOLD STUDS, SLEEVE LINKS, and SOLITAIRES.

HAIR BRUSHES, SOAPS, and PERFUMERY.

TURKISH TOWELS and BATH BLANKETS.

DAMASK TABLE CLOTHS and NAPKINS in all Sizes.

UMBRELLAS and WALKING STICKS.

VELVET PILE, TAPESTRY, and BRUSSELS CARPETS, with HEARTH-RUGS to Match.

STAIR CARPETS with Brass Rods and Fittings.

FELT CARPET in Squares, and by the Yard.

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LINEN CRUMB CLOTHS and STAIR COVERINGS.

COIR MATTINGS in all the usual widths, PLAIN and BORDERED MATS.

SHEEPSKIN CARRIAGE MATS.

FLOOR CLOTHS, in all widths up to 8 Yards.

PLAIN and FANCY REPS, and WORSTED DAMASKS, in all the leading Colors.

TRIMMINGS and CURTAIN HOLDERS to Match.

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CRETONNE and other CHINTZS.

BRASS and WOOD CORNICE POLES, with fittings complete.

WHITE and COLORED BLANKETS, in all Sizes.

WHITE and FANCY TOILET QUILTS.

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FEATHER PILLOWS in Linen Ticks.

CARRIAGE RUGS and SCOTCH MAUDS.

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TOILET, CHEVAL and GILT CHIMNEY GLASSES.

&c., &c., &c.

VICTORIA EXCHANGE,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.
Apply to SANDER & Co.

tf 999 Hongkong, 29th May, 1872.

FOR SALE.

KEROSINE OIL.
TURPENTINE.
White and Colored PRINTING PAPER.
Apply to VOGEL, HAGEDORN & Co.

tf 1133 Hongkong, 11th July, 1873.

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DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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tf 1483 Hongkong, 6th September, 1873.

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Hongkong, 1st February, 1873.

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tf 2151 Hongkong, 15th December, 1871.

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Tientsin and Peking " HALL & HOLTZ and KELLY & Co., Shanghai.

Vessels on the Berth.

FOR SINGAPORE.

THE Steamer "LORD OF THE ISLES," Captain James Blow, will leave for the above port TO-DAY, the 7th inst., at 2 P.M.

For Freight or Passage, apply to KWONG-HING, AH YON, No. 57, Praya.

4d 1814 Hongkong, 4th November, 1873.

FOR LONDON.

THE British Steamer "LORD OF THE ISLES," Captain Blow, will be despatched TO-DAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to GILMAN & Co., *Agents.*

4d 1822 Hongkong, 4th November, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship "VOLGA," Captain Flambeau, will be despatched for YOKOHAMA TO-DAY, the 7th instant, at 5 P.M.

C. BERTRAND, *Principal Agent.*

1815 Hongkong, 7th November, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship "SINDH," Captain Melizan, will be despatched for SHANGHAI TO-MORROW, the 8th instant, at 2 P.M.

C. BERTRAND, *Principal Agent.*

1816 Hongkong, 7th November, 1873.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, *Taking Cargo and Passengers at through rates for* HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship "GLAUCUS" will be despatched on or about the 6th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

7d 1798 Hongkong, 31st October, 1873.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "BOMBAY" will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 6th November, 1873. [1827

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "SUNDA" will leave for the above place about 24 hours after the arrival of the next English Mail.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, 6th November, 1873. [1828

FOR NEW YORK.

THE A 1 British Barque "KINFAUNS CASTLE," Dodd, Master, will load at Whampoa and Hongkong, and will have early despatch.

For Freight, apply to RUSSELL & Co.,

tf 1770 Hongkong, 27th October, 1873.

FOR MANILA.

THE Spanish Barque "DELIA," E. Basozabal, Master, will have quick despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

tf 1817 Hongkong, 4th November, 1873.

FOR NEW YORK.

THE A 1 British Barque "CARNARVONSHIRE," 388 tons Register, Williams, Master, will load at Whampoa and Hongkong, and will have early despatch.

For Freight, apply to RUSSELL & Co.

tf 1777 Hongkong, 28th October, 1873.

FOR LONDON.

THE A 1 German Barque "LANDWURSTEN," Capt. Becker, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

tf 1632 Hongkong, 2nd October, 1873.

FOR SAN FRANCISCO.

THE A 1 American Barque "MARY BELLE ROBERTS," Trask, Master, will have immediate despatch as above.

For Freight, apply to RUSSELL & Co.

tf 1733 Hongkong, 20th October, 1873.

FOR NEW YORK.

THE A 1 German Barque "JOHANN SMIDT," Captain Hagemann, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

tf 1675 Hongkong, 10th October, 1873.

FOR DUNEDIN AND SYDNEY.

THE A 1 Clipper Ship "RIFLEMAN," Thos. Bishop, Master, having the greater portion of her cargo and passengers engaged, will have immediate despatch for the above ports.

For Freight or Passage, apply to ROZARIO & Co.

tf 1582 Hongkong, 25th September, 1873.

FOR SAN FRANCISCO.

THE A 1 American Ship "MELROSE," Captain Neill, having the greater portion of her Cargo engaged, will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

tf 1668 Hongkong, 8th October, 1873.

FOR NEW YORK.

THE A 1 16 years British Ship "TAMESA," having the greater portion of her Cargo engaged, will load at this and Whampoa for the above port, and will have quick despatch.

For Freight, apply to OLYPHANT & Co.

tf 1776 Hongkong, 28th October, 1873.

Vessels on the Berth.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship "AGAMEMNON" will be despatched on or about the 5th November. Insurance risks accepted on behalf of the Company as under:—

On Tea 27/. ⁰/₀, all risks, 18/. ⁰/₀ F.P.A.
Silk 18/. ⁰/₀ do.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*

7d 1767 Hongkong, 25th October, 1873.

FOR ALGOA BAY AND CAPE TOWN.

THE Nederland Schooner "TRIO" will have immediate despatch.

For Freight, apply to TURNER & Co.

tf 1759 Hongkong, 24th October, 1873.

THROUGH U.S. MAIL LINE FROM CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on SATURDAY, the 8th November, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*ALASKA*" will be due at San Francisco December 13th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Return Passage Tickets issued at a reduction of 20⁰/₀ on regular rates.

Freight will be received on board until 4 P.M. on the 7th proximo. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS, *Agent.*

Hongkong, October 29th, 1873.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON; ALSO, BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*ZAMBESI*," Captain G. F. CATES, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 13th November, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 12th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered at the Office of the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 3rd November, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, AND MARSEILLES; ALSO, ST. DENIS AND PORT LOUIS.

ON THURSDAY, the 20th November, 1873, at noon, the Company's Steamship "*MEIKONG*," Commandant FOACHE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 19th instant, 1873. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND, *Principal Agent.*

Hongkong, 6th November, 1873.

BY SPECIAL APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR,
WOOLLEN DRAPER, HATTER, HOSIER,
AND GENERAL OUTFITTER,
45 *and* 47, *Queen's Road, next to Oriental Bank.*

tf 192 [Feb. 1.

FOOCHOW DOCK
PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

Post-Office Notifications.

A mail will close.

The Mails for Shanghai, per *Glaucus*, will close at 11.30 A.M. to-day, the 7th instant, instead of at the time previously notified.

For Singapore.—Per *Lord of the Isles*, to-day, the 7th instant, at 2.30 P.M.

For Yokohama.—Per French Mail Packet *Volga*, to-day, the 7th inst., at 4.30 P.M.

For Shanghai.—Per French Mail Packet *Sindh*, to-morrow, the 8th inst., at 1 P.M.

MAILS BY THE "*UNITED STATES' PACKET.*"

The United States' Mail Packet "*ALASKA*" will be dispatched on SATURDAY, the 8th November, at 3 P.M., with the Mails—

For Yokohama, San Francisco, the United States and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 P.M.

Letters can be posted on board the Packet from 2.30 P.M. to 2.50 P.M., on payment of a Late Fee of 12 cents in addition to the Postage.

The Prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the English Packets.

Correspondence addressed to Yokohama and the United States must be superscribed per *ALASKA*, and that addressed to the United Kingdom must be superscribed "*vià San Francisco.*"

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 29th October, 1873.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*ZAMBESI*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 13th inst., at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 12th instant.

The Post-Office will be open until 6 P.M. on the 12th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 13th instant.

Letters may be posted until 10 A.M. on the 13th instant, without late fee.

Letters posted after 10 A.M. on the 13th instant, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 13th instant.

Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 3rd November, 1873.

It is hereby notified that the rates of postage chargeable henceforth on *Letters* addressed to the United Kingdom, and to places beyond the United Kingdom, when forwarded by French Packet, will be the same as those chargeable on Letters forwarded by British Packet viâ Brindisi.

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 29th April, 1872.

The Post Office of Victoria (Australia) having given notice to the General Post Office in London that articles of jewellery received in that Colony are chargeable with Customs Duties, the undersigned considers it necessary to make this Regulation known to the Public, and to state that any letters or packets containing such articles sent through the Post are liable, with their contents, to be forfeited.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 2nd January, 1873.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be paid.

For each ¼ ounce

The rate of postage chargeable on Letters addressed to France per French Packet is .... 12 cents.
Per British Packet when marked via Brindisi .... 18 "
Per British Packet when marked via Alexandria and Marseilles .... 12 "

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 2nd April, 1872.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2 .... 18 cents.
Above £2 and not exceeding £5 .. 36 "
Above £5 and not exceeding £7 .. 54 "
Above £7 and not exceeding £10 .. 72 "

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 15th July, 1870.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded via Brindisi .... 42 cents each half-ounce.
When forwarded via Marseilles .... 36 cents each half-ounce.
When forwarded via Southampton ...... 28 cents each half-ounce.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 28th July, 1870.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mosambique, Delagoa Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.

F. W. MITCHELL, *Postmaster General.*

General Post-Office, Hongkong, 12th May, 1873.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States. Packets via San Francisco, will be as follows viz.:—

For a packet not exceeding 1 ounce in weight .... 2 cents
For a packet above 1 ounce not exceeding 2 ounces .... 4 "
For a packet above 2 ounces not exceeding 4 ounces .... 8 "

and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 12th April, 1870.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination viâ Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters .... 24 cents per half ounce.
For Newspapers .... 8 " each.
For Books and Patterns ..... { not exceeding 1 ounce 4 cents. / " 2 " 6 " / " 4 " 12 " / every additional 4 " 12 " }

F. W. MITCHELL, *Postmaster General.*

General Post Office, Hongkong, 20th December, 1871.

Extracts.

A MYSTERY.

BY FLORENCE HARTLAND.

I know a spot—a lonesome spot;
Where shadows lie forever;
Where gloomy ranks of solemn trees
Wave softly in a frightened breeze,
And moan, and sigh, and shiver—
With some dark secret shiver.
The timid sunbeams never come
To gild this spot so lonely;
Shadow and mystery, hand in hand,
Forever at its portals stand,
Where sorrow enters only—
Despair and sorrow only.
The voice of song, the sound of mirth,
Therein can never linger;
But a lence broods eternal there,
And charms the heavy, languid air,
With her uplifted finger—
His awful warning finger.
But ever near those portals dread,
Methinks I stand and shiver;
And long and weep to go away,
Yet linger still—still lingering stay—
Till I am lost forever—
In those dark shades forever!

THE FLAG OF ENGLAND.

On the 12th of April, 1606, the Union Jack—the flag that has waved in so many bloody and victorious battles by sea and shore—first made its appearance. From Rymer's "Fœdera," and the Annals of Sir James Balfour, Lord Lyons King of Arms, we learn that some differences having arisen between ships of the two countries at sea, his Majesty ordered that a new flag be adopted, with the crosses of St. Andrew and St. George interlaced, by placing the latter fimbriated on the blue flag of Scotland as the ground thereof. This flag all ships were to carry at their main-top; but English ships were to display St. George's red cross at their sterns, and the Scottish their white saltire of St. Andrew. The Union Jack, however, was not adopted by the troops of either country till their Parliamentary union in 1707. In Munro's account of the expeditions with Mackay's regiment in Denmark, he states that in 1626 the Scots in the Danish Army persisted in carrying their national flag, and refused to place the Danish cross upon it.—*From "British Battles on Land and Sea," by James Grant.*

HERRINGS AND SCIENCE.

But the herring is a very capricious creature, seldom remaining long in one place; and there is not a station along the British coast which is not liable to great changes in its visits, as well with regard to time as to quantity. The real causes of these irregularities are unknown; the firing of guns, the manufacture of kelp, and the paddling of steamboats have been assigned as reasons, but such reasons are quite imaginary. The progress of science promises to find, however, a remedy even for the caprices of the herring; and if his shoals frequently appear and disappear again in the more retired bays or fiords of Norway, before the fishermen are apprised of his movements, the electric telegraph (the most wonderful discovery of a time of wonderful inventions) will be used for his more effectual capture. By this time the wires are already laid, which are to communicate along the whole Scandinavian coast, and with the rapidity of lightning, every important movement of the marine hosts. Poor herring! who would have thought, when Franklin made his first experiments upon electricity, that that mysterious power should be used for thy destruction!—*From "The Sea and its Living Wonders," by Dr. G. Hartwig.*

LIFE IN SAN FRANCISCO.

Perhaps in no part of the world is there less restraint, less formality, less stiffness; all may do nearly as they like. Life is very public. The majority live in hotels and large boarding-houses. This way of living great charm of a home is lost; there is not the sacred attachment to one spot, like in England, and girls by going into society so young as they do often become prematurely old. At fifteen and sixteen they commence to receive at home. You can become very intimate with a young lady without ever seeing her parents. It is not thought anything out of the way for a young man, if well known, to go with a young lady to the theatre without a chaperone. There is no doubt such a privilege may be carried too far, and discrimination in permission by parents is required. But this system has several good points to recommend it. It tends to make all more natural, and that in a girl should be nearly, if not the first consideration. Again, in placing fewer social barriers between the young of both sexes a way is opened to many friendships, which may, or may not, lead to a closer tie. But fencing a young girl in on all sides with restrictions, obliging her on every occasion to be cold and reserved, making it evident that all men are wolves in sheep's clothing, and curtailing liberty of mind and body, often has the effect of making the former dwell inwardly upon many things which in a freer mode of treatment would never find ingress. The line of demarcation between the various strata of society in California is not clearly defined, and yet there is something more than a money qualification required for admittance, which everyone recognises. In a democratic country it cannot well be name, or family; it is, perhaps, more correctly education and position, though nowhere in America are all other considerations scorned. Many of the men of California, who came there at one time poor and friendless, now hardly know how rich they are. It is essentially a money-making country, whilst for reckless speculation Californians are pre-eminent, whether it be in mines, lands, or stock. They seem to live in an atmosphere of excitement, ever engrossed in business; one day poor, another day rich—losing everything, or making a fortune; but equally ready to stand drinks all round. For generosity they have no equals. The last half dollar will be expended on a passing acquaintance, in whom it would be considered a great insult to refuse a drink, or even to hint at paying. But rarely is a man reduced to such a low ebb. Money is plentiful in San Francisco. Even the conductor of a street car receives ten shillings a day; likewise he who keeps the streets clean. Wages are high; but living, and all articles of necessity, are proportionately expensive. A strong spirit of independence rules throughout the community. A shopman will when his work is over meet you on perfectly equal terms, though never offensive like the British "Arry." That type is never met with in America. His shop demeanour, too, is very different; no bowing and scraping, washing with invisible soap, which is carried to such a painful extreme in England. In America the extreme of independence is perhaps run into, but of the two I prefer it. Always respectful, it is simply an air of indifference whether you buy anything or not, and a fixed price which cannot be altered. Their manner always appeared to me to be that of men engaged in an occupation uncongenial to them, but forced into it by circumstances. They carried an air of expostulation in their faces against being forced into civility. Lower down, this independence is more amusing. I remember the first time of landing in San Francisco, a party of us took a carriage to go a short distance. On asking the fare we were told it was five dollars. Remonstrating against this extortion, Cabby replied, "Well, gentlemen, guess we won't bustle about five dollars; come and take a drink with me all round." And so it is, drinks all round all day. No man thinks of taking one by himself, but always asks his neighbour to join.—*From "Our Journal in the Pacific," by the Officers of H.M.S. Zealous.*

THE VULTURE OR EAGLE OF SCRIPTURE.

Allusion is made in several passages to the swiftness of the vulture, as well as its voracity. See, for example, a portion of David's lamentation over the bodies of Saul and Jonathan, who, according to the poet's metaphor, "were lovely and pleasant in their lives, and in their death they were not divided; they were swifter than eagles, they were stronger than lions." The "bitter" people—namely, the Chaldeans—are again mentioned in a very similar manner by the prophet Jeremiah: "Our persecutors are swifter than the eagles of the heavens; they pursued us upon the mountains, they laid wait for us in the wilderness." (Lam. iv. 19). There is something peculiarly appropriate in employing the vulture as an image of strength and swiftness when applied to warriors, the bird being an invariable attendant on the battle, and flying to the field of death with marvellous swiftness. All who had ever witnessed a battle were familiar with the presence of the vulture,—the scene of carnage, and the image which is employed, would be one which commended itself at once to those for whom it was intended. And as the earlier history of the Jewish nation is essentially of a warlike character, we cannot wonder that so powerful and familiar an image should have been repeatedly introduced into the sacred writings. The wonderful powers of sight possessed by this bird are mentioned in the passage from Job, xxxix., which has already been quoted. Here it may be as well to say that, piercing as is the vision of the vulture, its visual powers have been much exaggerated. It certainly does possess a vision of no ordinary capacity, which is able to assume either a telescopic or a microscopic character, by means of a complex and marvellous structure, which can alter the whole shape of the organ at the will of the bird. Not only can the eye be thus altered, but it changes instantaneously, so as to accommodate itself to the task which it is to perform. A vulture, for example, sees from a vast height the body of a dead animal, and instantly swoops down upon it like an arrow from a bow. In order to enable the bird to see so distant an object, the eye has been exercising its telescopic powers; and yet, in a second or two, when the vulture is close to its prey, the whole form of the eye must be changed, or the bird would mistake its distance, and dash itself to pieces on the ground. But although the vulture can see to an enormous distance, and with great clearness, it can see neither so far nor so clearly as is popularly supposed. It is true that, as soon as a carcase is discovered, it will be covered with vultures, who arrive from every side, looking at first like tiny specks in the air, scarcely perceptible even to practised eyes, and all directing their flight to the same point. "Where the carcase is, there will the vultures be gathered together." But, although they all fly towards the same spot, it does not follow that they have all seen the same object. The fact is, they see and understand each other's movements. A single vulture, for example, sees a dead or dying sheep, and swoops down upon it. The other vultures which are flying about in search of food, and from which the animal in question may be concealed, know perfectly well that a vulture soars high in the air when searching for food, and only darts to the earth when it has found a suitable prey. They immediately follow its example and in their turn are followed by other vultures, which can see their fellows from a distance, and know perfectly well why they are all converging to one spot. In this way all the vultures of a neighbourhood will understand, by a very intelligible telegraph, that a dead body of some animal has been found, and, aided by their wonderful powers of flight, will assemble over its body in an almost incredibly short space of time.—*Day of Days.*

Insurances.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 966 Hongkong, 18th June, 1873.

NORTH GERMAN FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this port, are prepared to grant Polices against Fire to the extent of $45,000, on Buildings, or on Goods stored therein, subject to a bonus of 20 per cent.

MELCHERS & Co.

3m 1618 Hongkong, 1st October, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1617 Hongkong, 1st October, 1873.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

NORTH-CHINA INSURANCE COMPANY.

FROM and after this date the above Company will allow a Brokerage of *Thirty-three and one-third per cent.* (33⅓ %) on all LOCAL RISKS, instead of that of Ten per cent. (10 %) hitherto granted.

REGINALD D. STARKEY, *Agent.*

1m 1746 Hongkong, 22nd October, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*

tf 557 Hongkong, 1st April, 1871.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co., *Agents.*

tf 40 Hongkong, 16th October, 1872.

Insurances.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co., *Agents.*

tf 1174 25th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or in Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a Discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

tf 1159 Hongkong, 24th June, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. tf 385

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.

A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1y 15 Hongkong, 1st January, 1873.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents.	¾ "
Godowns, Offices, Shops, &c., and their contents.	1 "

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*

1168 Hongkong, 24th June, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rate
Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding 3	½ do. do.
Above 3 months and not exceeding 6	¾ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

tf 875 Hongkong, 13th August, 1869.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co., *General Agents.*

tf 314 Hongkong, 16th February, 1872.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1368 Hongkong, 26th July, 1872.

Insurances.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate
Above 1 month, and not exceeding 3	½ do. do.
Above 3 months and not exceeding 6	¾ do. do.
Above 6 months the full annual rate.	

N.B.—Short period Policies can be renewed for a term to complete 12 months, the premium charged for such prolonged term being the balance of the Annual Premium.

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents, North British & Mercantile Insurance Company.*

tf 1167 Hongkong, 24th June, 1872.

Insurances.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rates
Not exceeding 1 month	¼ do. do.
Above 1 month, and not exceeding three months.	½ do. do.
Above 3 months, and not exceeding six months	¾ do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 26th August 1869.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	⅛ of the annual rate.
Not exceeding 1 month,	¼ do. do.
Above 1 month and not exceeding 3 months	½ do. do.
Above 3 months and not exceeding 6 months	¾ do. do.

EDWARD NORTON & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent.

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company.*

tf 864 Hongkong, 7th March, 1865.

HONGKONG MARKETS.

As Reported by Chinese on the 6th November, 1873.

COTTON GOODS.

Article		Price
Cotton Yarn, No. 16 a 24	per picul	$110.00 a $118.00
" " 28 a 32	"	115.00 a 122.00
" " 38 a 42	"	125.00 a 135.00
Grey Shirtings, 7 a 7½ lbs	per piece	$2.00 a 2.05
" 8 a 8½ lbs	"	2.30 a 2.50
" 9 a 10 lbs	"	2.90 a 3.25
White Shirtings, 56 a 60 reed	"	2.30 a 2.50
" 64 a 66	"	2.65 a 2.80
" 68 a 72	"	2.95 a 3.30
White Spotted Do.	per piece	2.45 a 2.50
White Brocades	"	2.45 a 2.50
American Drills, 30 yards	"	2.40 a 3.30
" 40	"	2.50 a 3.50
Grey T-Cloths, 24 yds & 32 in. 7 lbs	"	1.65 a 1.80
" 24 " & 36 8 lbs	"	2.20 a 2.32
Dyed Spotted Shirtings	"	3.70 a 3.75
Dyed Brocade Do.	"	3.70 a 3.75
Dyed Damask Do.	per piece	5.80 a 6.00
Chintz	"	1.97 a 2.00
Handkerchiefs, Blue	per doz.	0.68 a 0.70
" Brown	"	0.62 a 0.68
" Red	"	0.78 a 0.82
Velvets, Black, 22 ins.	per yard	0.23 a 0.24
" Gentian, 22	"	0.20 a 0.21
Velveteens, Black	"	0.25 a 0.26
WOOLLEN GOODS.		
Spanish Stripes	per yard	0.82 a 0.88
Long Ells, MM Scarlet	per piece	8.50 a 8.60
" " Assorted	"	8.10 a 8.20
" HH Scarlet	"	8.40 a 8.50
" " Assorted	"	8.00 a 8.10
Camlets, SSS	"	16.50 a 17.00
" SS	"	19.00 a 19.50
" S	"	20.00 a 20.50
" BBB	"	22.00 a 22.50
Lastings, DD	"	15.00 a 16.50
METALS.		
Iron, Nail Rod Nos. 1 a 3	per picul	4.25 a 4.30
" Hoop	"	4.60 a 4.70
" Bar	"	4.00 a 4.10
" Small Round Rod	"	3.85 a 3.90
" Wire	"	9.75 a 10.00
Lead	"	6.95 a 7.15
Steel, English	per tub.	4.50 a 4.65
" Swedish	"	4.75 a 5.00
Tin, Malacca	per picul	32.50 a 34.00
Tin Plates	per box	7.80 a 8.00
Sheathing Metal	per picul	24.00 a 26.50
Quicksilver, English	"	155.00 a 157.00
" American	"	158.00 a 160.00
Spelter	"	7.50 a 7.65

PRODUCE

Article		Price
Cotton, Shanghai	"	15.00 a 15.20
" Ningpo	"	16.50 a 17.00
" Tientsin	"	16.00 a 16.20
" Shantung	"	16.00 a 16.50
" Bengal	"	12.50 a 17.00
Alum	per picul	1.60 a 1.80
Sessamums, Japan white	"	4.10 a 4.35
" Black	"	3.65 a 3.80
Rice, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.70 a 1.75
" " mill cleaned	"	1.55 a 1.60
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	1.70 a 1.75
" Saigon	"	1.48 a 1.50
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
Saltpetre	"	6.60 a 7.00
Coals, Afloat	per ton.	
" English steam	"	15.00 a —
" American Anthracite	"	14.00 a —
" Sydney	"	12.25 a —
Window Glass	per box.	3.95 a 4.00
Straits Produce, &c.		
Rattans, Straits	per pcl.	6.00 a 6.20
" Banjar	"	5.10 a 5.25
Pepper, White	"	22.00 a 22.50
" Black	"	15.20 a 15.30
Betel Nut	"	3.25 a 4.00
Sandal Wood Malabar	"	4.20 a 4.50
" South Seas	"	17.50 a 18.00
Sapan Wood, Manila	"	1.70 a 2.00
" Siam	"	2.25 a 2.70
Flour, California; per sack of 50 lbs.		1.40 a 1.45
" American per barrel of 200 lbs.		8.20 a —
Wheat, Tientsin	per pcl.	1.80 a 1.95
" California	"	1.95 a 2.10
Sugar, Canton white, 1 a 3	"	6.75 a 7.20
" " Dk. Brown	"	3.50 a 3.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.20 a 4.50
" " Dk. Brown	"	3.75 a 3.90
Camphor, packed	"	15.50 a 16.00
Peas, White	"	1.81 a 1.85
" Green	"	1.95 a 2.40
" Black	"	1.50 a 1.60
" Yellow	"	1.65 a 1.75
Mushrooms	"	42.50 a 50.00
Seaweed, Green	"	2.25 a 2.50
" Cut	"	3.25 a 3.60
Mussels, Dry Siam large	"	6.75 a 14.50
" " small	"	6.75 a 8.20
Vermicelli, Tientsin	"	6.25 a 7.00
Bees Wax, Japan	"	15.70 a 16.00
" Hankow	"	68.50 a 69.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Alaska	H. G. Morse	Amr. str	4011	P. M. S. S. Co	
Bombay	C. F. Davis	Brit. str	1150	P. & O. S. N. Co	
Dang Wee	Lord	Amr. str	250	Aug. Heard & Co	
Danube	Hopkins	Brit. str	561	Tak-mee	
Fame	Richardson	Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Glaneus	J. Wilding	Brit. str	1604	Butterfield & Swire	
Glenlyon	J. Templeton	Brit. str	1375	Jardine, Matheson & Co	
Hindostan	J. A. Miller	Brit. str	991	D. Sassoon, Sons & Co	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kin-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lintin		Brit. str	69	Acheong	
Lord of the Isles	Blow	Brit. str	1846	Gilman & Co	
Mikado	S. Doane	Brit. str	1993	P. M. S. Co	
Olympia	P. Paulsen	Ger. str	777	Siemssen & Co	
Peiho	Rigodit	Fren. str	3000	M. M. Co	
Powan ‡	Benning	Brit. str	1890	A. Heard & Co., Agents	
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Prince Albert		Brit. str	180	Acheong	
Sindh	Rapatel	Fren. str	1903	Messageries Maritimes	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Sunda	C. Fraser	Brit. str	1217	P. & O. S. N. Co	
Volga	Flambeau	Fren. str	959	M. M. Co	
Yesso	Ashton	Brit. str	625	D. Lapraik & Co	
Zambesi	G. F. Cates	Brit. str	2400	P. & O. S. N. Co	

‡ Running between Hongkong and Canton.
§ Running between Macao and Hongkong.

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Adella	Simpson	Amr. bk	334	Order	
Altagracia	B. de Onaindi	Span. bk	420	Remedios & Co	
Andresa	E. Peters	Ger. bk	398	Bourjau & Co	
Ariel	Moleson	Brit. bk	356	Order	
Aureola	Ross	Amr. sh	822	Order	
Auguste	A. Bemard	Fren. bk	840	Order	
Burton Stather	Carphin	Brit. bk	421	P. M. S. Co	
Carl Ritter	H. C. Leusen	Ger. bk	596	Bourjau & Co	
Carnarvonshire	Williams	Brit. bk	388	Gilman & Co	
Charley	Solavo	Brit. bk	359	Russell & Co	
Cingalee	Anton	Brit. bk	339	Chinese	
City of Foochow	Tait	Brit. sh	1054	Order	
Crested Wave	Ronoup	Brit. bk	345	Order	
Daylight	Rademacher	Siam. bk	447	Chinese	
~~Delia~~	~~E. Barorabat~~	~~Span. bk~~	~~784~~	~~Remedios & Co~~	
Eleanor Dixon	Hughes	[illegible]	403	Thomas Howard & Co	
Finzel	R. Dens	Brit. bk	487	Borneo Co	
Formosa	F. Paulsen	Brit. sch	274	Melchers & Co	
George Green	C. S. Wilcox	Amr. sh	999	Chinese	
H. & L.	Blanchet	Fren. bg	246	D. Sassoon, Sons & Co	
H. Upmann	Schwartze	Ger. bk	375	Thos. Howard & Co	
Joyce Phillips	Kirby	Brit. bk	514	Russell & Co	San Francisco
Kinfauns Castle	J. Dodds	Brit. sh	799	Russell & Co	
Labrador	W. Jones	Brit. sh	1242	John Burd & Co	
Landwursten	J. G. Becker	Ger. bk	283	Siemssen & Co	
Lothair	Orchard	Brit. sh	793	Wm. Pustau & Co	
Maggie	C. H. Bisset	Brit. bk	191	Chinese	
Maria y Vicenta	Santa Coloma	Span. bk	384	Remedios & Co	
Marquis of Argyle	McKeon	Brit. sh	516	Rozario & Co	
Mary Anna	Minster	Ger. bk	518	Order	
Mary B. Roberts	D. J. Trask	Amr. bk	469	Russell & Co	San Francisco
McNear	Coster	Amr. sh	1308	P. & O. S. N. Co	
Melrose	Thos. Neill	Amr. sh	999	P. & O. S. N. Co	
Meridian	C. Zetterland	Siam. sch	294	Chinese	
Moses Day	Woodworth	Amr. sh	1271	Messageries Maritimes	
Ocean Beauty	G. Pearce	Brit. bk	579	P. M. S. S. Co	
Papa	F. Blose	Ger. bk	386	Siemssen & Co	
Rifleman	Bishop	Brit. sh	718	Rozario & Co	D'din & S'ney
Rita	S. Gutierres	Span. bk	563	Order	
Ruth	C. Minto	Brit. bk	468	John Burd & Co	
Star of the South	E. Smith	Brit. sh	665	John Burd & Co	
Swordfish	A. H. Moller	Siam. sh	575	Chinese	
Three Brothers	H. Kahlcke	Brit. bk	367	Chinese	
Tokatea	McKinnon	Brit. bk	1075	Rozario & Co	
Trio	J. Westerveld	Ned. sch	248	Siemssen & Co	
Vesta	Hoost	Ger. bk	790	Wm. Pustau & Co	
Vidal	L. Rondeau	Fren. bk	409	Melchers & Co	
Villa de Rivadavia	Castillo	Span. bg	261	Brandao & Co	
Zanga	G. Farran	Brit. bk	428	Naval Storekeeper	

CANTON

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Ta-an-lan	Lo Buch	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		

MACAO.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Agustina	Barvier	Peru. sh	947	Tuton	Callao
America	Laucivica	Peru. sh	1459	Pearce	Callao
Callao	A. de Arancoa	Peru. sh	1552	Pearce	Callao
Columbia	A. Echivarie	Peru. sh	979	Order	Callao
Concordia	J. L. da Silva	Port. bg	226	J. G. d'Almeida	Straits & Goa
Fray Bentos	Angel Falle	Peru. sh	561	Tuton	Callao
Hongkong	J. Boraina	Peru. sh	470	A. Astorquia	Callao
Imogen	W. Hossasen	Brit. bk	384	Ebell & Co	Batavia
Luisa Canevaro	Venturini	Peru. sh	1206	W. T. Armero	Callao
Macao	Vidaurrazaga	Peru. sh	1076	Pearce	Callao
Manco Capac	Olaguibel	Peru. sh	1018	Menacho	Callao
Nuevo Providencia	Vidaurrazaga	Peru. sh	947	Tuton	Callao
Oracle	Erquiaga	Peru. sh	1231	Astorquia	Callao
Peru	Basagoitia	Peru. sh	690	Tuton	Callao
Santa Sancha	Nunes	Port. bk	311	De Mello & Co	Timor
White Cloud ‡	Wilson	Brit. str	380	A. Heard & Co., Agents	
Ysabel	Fuxa	Peru. sh	1314	Garcia y Garcia	Callao

‡ Running between Canton and Macao.

SWATOW.

In port on 28th October, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Charlie Palmer	Morrison	Brit. bk	567	Chinese	Singapore
Gaviota		Brit. sch	150	Bradley & Co	For Sale
Lapwing	Gilchrist	Brit. bg	146	Order	Uncertain
Mille Tonnes	Menard	Fren. sh	734	Frewin & Co	Singapore
Pyrmont	Diedrichsen	Ger. bk	430	Dircks & Kruger	Uncertain
Resolution	Schmidt	Siam. sh	815	Frewin & Co	Uncertain
Shooting Star	Suendsen	Siam. sh	618	Frewin & Co	Uncertain
Wm. Turner	Vandervord	Brit. bk	431	E. Vincent & Co	Uncertain

AMOY.

In port 4th October, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adolf	Hayward	Ger. sch	207	Petersen & Co	
Conqueror	Davidson	Brit. bk	599	Elles & Co	New York
Elmina	Ounshand	Ned. bg	299	Boyd & Co	
Forget-me-not	Rost	Ger. bk	231	Pasedag & Co	
Hapseng	Ulrich	Siam. bk	375	Brown & Co	
Hermann	Petersen	Ger. bg	211	Petersen & Co	
Juno	Iversen	Ger. bk	257	Pasedag & Co	
Kim-yeang-seon	Deighton	Brit. bk	519	Brown & Co	
Meteor	Petersen	Siam. bk	395	Brown & Co	
Miss Kilmansegg	Finlayson	Brit. bg	229	Boyd & Co	
Rebecca	Schopper	Ger. bg	256	Pasedag & Co	
Seaman's Bride	Andressen	Siam. bk	314	Brown & Co	
Xaca	Kallsen	Ger. sch	132	Pasedag & Co	
Yarra	Orfeur	Brit. bk	463	Pasedag & Co	

FOOCHOW.

In port on 24th October, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
A. Devoulx	Carrique	Fren. bk	774	Master	Shanghai
Carmarthenshire	Thomas	Brit. sh	812	Gilman & Co	London
Denbighshire	Davies	Brit. bk	483	Gilman & Co	New York
Inverness	Donkin	Brit. sh	724	Jardine, Matheson & Co	New York
Kirkland	Colledge	Brit. bk	453	Jardine, Matheson & Co	Falmouth
Sally	Stroud	Brit. bk	262	Master	Taku
Thyatira	McKay	Brit. sh	962	Adamson, Bell & Co	London
Rebecca	Kramer	Ger. bk	240	Chinese	Uncertain

SHANGHAI.

In port on 31st October, 1873.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Annie M. Small	Packer	Amr. sh	1053	Wm. Pustau & Co	
Doune Castle	McDiarmid	Brit. sh	887	Adamson, Bell & Co	
Ellen Lewis	Langlois	Brit. bk	310	Fung Hing	
Eme	Sproule	Brit. sh	774	Findlay, Wade & Co	
Fairlie	Abernethy	Brit. sch	170	Master	
Friendship	Klindt	Siam. bk	418	Fung-Hing	
Garibaldi	Noyes	Amr. bk	670	Vogel, Hagedorn & Co	
Halloween	Watt	Brit. sh	920	Gibb, Livingston & Co	London
Hamburg	Kroge	Ger. bk	310	Wm. Pustau & Co	
Hopewell	Parsons	Brit. bk	578	A. Heard & Co	New York
Kim-kin-keo	Byuggren	Brit. bk	415	T. C. Wong & Co	
Lucerne	Russell	Brit. sh	608	Jardine, Matheson & Co	
Lucky	Buchholdt	Siam. bk	434	Chinese	
Maria	Fox	Ger. bk	337	Wm. Pustau & Co	
Mary Whitridge	Cutler	Amr. sh	862	Russell & Co	
Melbrek	Buching	Brit. sh	870	Russell & Co	
Midnight	Kandrick	Amr. sh	888	Frazar & Co	
Mikado	Ilbery	Brit. sh	643	Gilman & Co	New York
Misletoe	Williams	Brit. bk	268	Master	
Nightingale	Cutter	Amr. sh	722	Frazar & Co	
Oberon	Burgoyne	Brit. sh	1193	Gilman & Co	
Oscar Vidal	Hoole	Brit. bk	252	Nile Moller	Chefoo
Palestine	Grigg	Brit. bk	427	Jardine, Matheson & Co	
Pride of the Thames	Burdiss	Brit. bk	377	Eduard Schellhass & Co	
Prosperity	Moller	Siam. bk	475	Chinese	
Salacia	Jackson	Brit. bk	423	Morris, Lewis & Co	
Samuel D. Carlton	Tapley	Amr. bk	884	Frazar & Co	New York
Sea Serpent	White	Amr. sh	974	Frazar & Co	New York
Serpent	McDonald	Brit. bk	258	J. S. Baron	Nagasaki
St. Andrews Castle	Gillies	Brit. sh	639	Adamson, Bell & Co	
Stornaway	Short	Brit. sh	1499	Jardine, Matheson & Co	
Taikun	Holler	Ger. bk	355	Eduard Schellhass & Co	
The Murray	Coole	Brit. sh	902	Russell & Co	
Vanguard	Luckes	Brit. bk	645	Jardine, Matheson & Co	

YOKOHAMA.

In port on 10th September, 1873.

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Bruni	Roder	Ger. bg	197	Walsh, Hall & Co	
Clausina	Bickaby	Brit. bk	461	Van Oordt & Co	
Etta Loring	Loring	Amr. bk	716	P. M. Co	
Gaucho	Kirby	Brit. bk	337	Netherlands Trading Co	
Maria Luz	Herelrra	Peru. bk	370	Captain	
Morro Castle	Jewett	Amr. bk	404	Captain	
Narnto	Smith	Brit. str	180	Netherlands Trading Co	
Parmenio	Cochrane	Brit. bk	369	M. Verney	
Quorn	Murphy	Brit. sh	1225	P. & O. S. N. Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Patterson	Singapore
Cadmus	Steam Corvette	—	400	Capt. Wm. H. Whyte	Yokohama
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Tientsin
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Yokohama
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Tientsin
Flamer	Hospital	—	—	—	Hongkong
Frolic	duoble sc. gun vl.	4	100	Capt. C. E. Buckle	Yokohama
Hornet	duoble sc. gun vl.	—	—	Comdr. Cameron	Amoy
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Yokohama
Kestral	double sc. gun vl.	4	100	Comdr. Boulton	Hongkong
Meanee	Military Hospital	—	—	—	Hongkong
Melville	—	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Singapore
Mosquito	gun-boat	4	60	Lieut. Comdr. Bond	Siberia
Opossum	gun-boat	3	60	Lieut. Comr. Fairlie	Hongkong
Princess Charlotte	Receiving ship	12	—	Act. Comdr. Patterson	Hongkong
Rinaldo	screw sloop	7	200	Comr. Parsons	Gulf of Pechili
Ringdove	doub. sc. gun vl.	3	160	Comr. Pitman	Hankow
Salamis	pad. des. vessel	2	250	Hon. A. C. Littleton	Yokohama
Teazer	doub. sc. gun vs.	4	120	Com. Hon. Fitzmaurice	Foochow
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Singapore
Thetis	Steam Corvette	13	350	Capt. Le Hunte Ward	Shanghai
Thistle	doub. sc. gun vs.	4	120	Comr. H. K. Leet	Yokohama

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

SAILING VESSELS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Aracan	Harwood	Brit. sh	788	Gilman & Co	London
Camila Cavour	Astorquia	Peru. sh	843	Order	
Corona	H. Bate	Brit. sh	1192	Jardine, Matheson & Co	
Deux Freres	T. Maynour	Fren. bk	376	F. Dozencar	
Falcon	J. L. Dunn	Brit. bk	793	R. S. Walker & Co	
Gabrielle Alice	Boizard	Fren. bk	294	Order	
~~Johann Smidt~~	~~Hagemann~~	~~Ger. bk~~	~~400~~	~~Bourjau & Co~~	
Tamesa	T. G. Jones	Brit. sh	713	D. Sassoon, Sons & Co	

CANTON.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Acantha	Young	Brit. str	652	Olyphant & Co	Shanghai
Chen jui	Poynter	H.I.C.M.	g-b.		
Chen-to	Robinson	H.I.C.M.	g-b.		
China	Hennings	Ger. str	642	Siemssen & Co	
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Demerara				Customs Chop	
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei-ho	Clayson	H.I.C.M.	g-b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	Laid up
Ling-feng	Cocker	H.I.C.M.	g-b.		
Man-nien-tsing	Sum-shün-fat	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Sui-Tsing	Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		

SHIPPING IN MANILA HARBOUR.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.
Alavesa		Span. sh	501	Cuoullu & Co
Archos		Brit. bk	448	P. Hubbell & Co
Belle Sauvage		Brit. sh	650	Chs. German
Cervantes		Span. sh	1025	Aguirre & Co
Charles Auguste		Fren. bk	763	Ker & Co
Conchita		Span. bk	408	F. Reyes
Fleetwin		Brit. bk	347	Smith, Bell & Co
Europe		Brit. bk	336	P. Hubbell & Co
Guinevere		Brit. sh	871	P. Hubbell & Co.
John O'Gaunt		Brit. sh	859	Ker & Co
Maria y Vicenta		Span. bk	381	F. Muñoz
Mirella		Brit. bk	727	P. Hubbell & Co
Pepita		Span. bk	567	F. Reyes
Republic		Amr. sh	1361	Ker & Co
Sacramento		Amr. sh	1418	Russell & Sturgis
Salvadora		Span. sh	729	Cuoullu & Co
San Lorenzo		Span. bg	200	F. Reyes
Sir J. Family		Brit. sh	1050	T. Herrmann & Co
Stonehouse		Brit. sh	1152	Peele, Hubbell & Co

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